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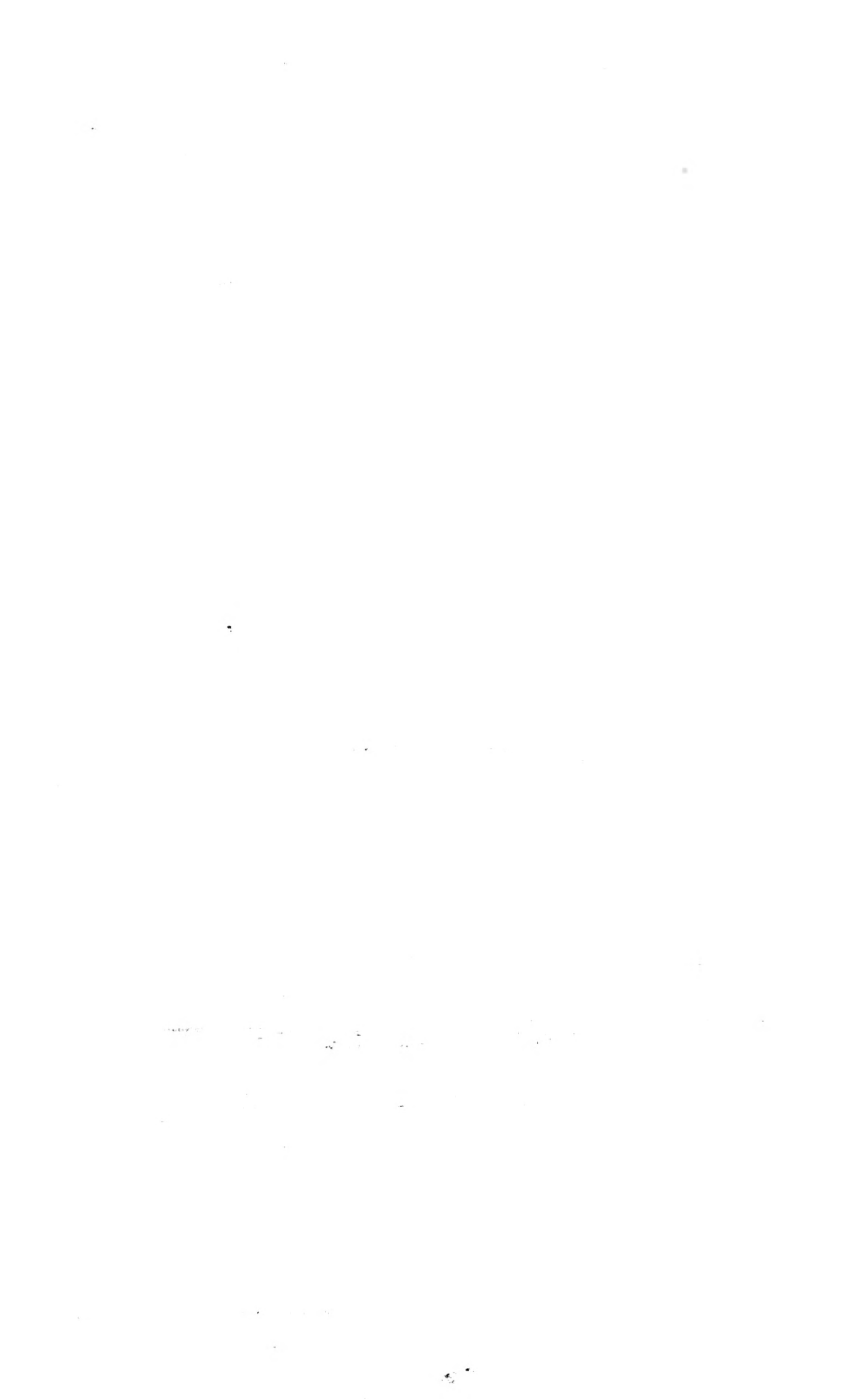


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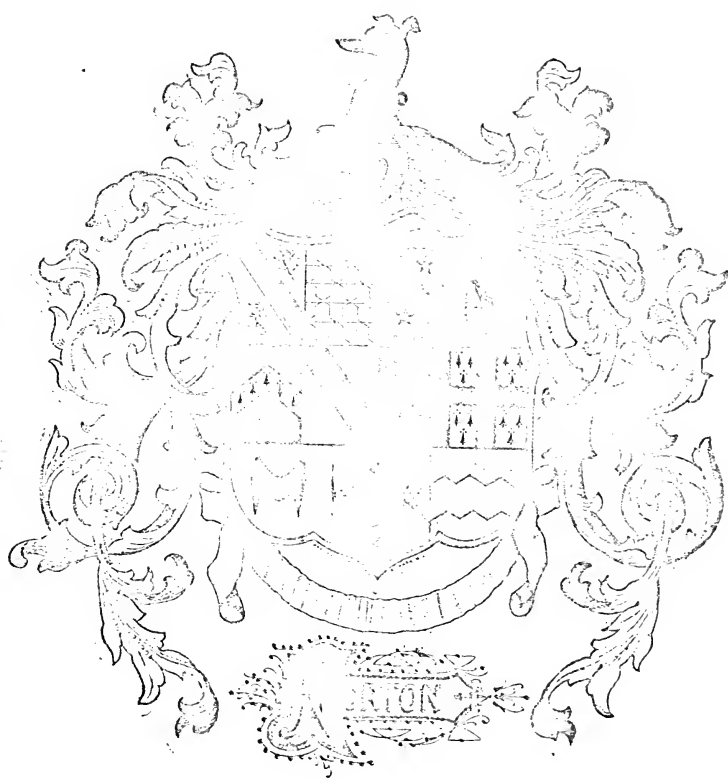
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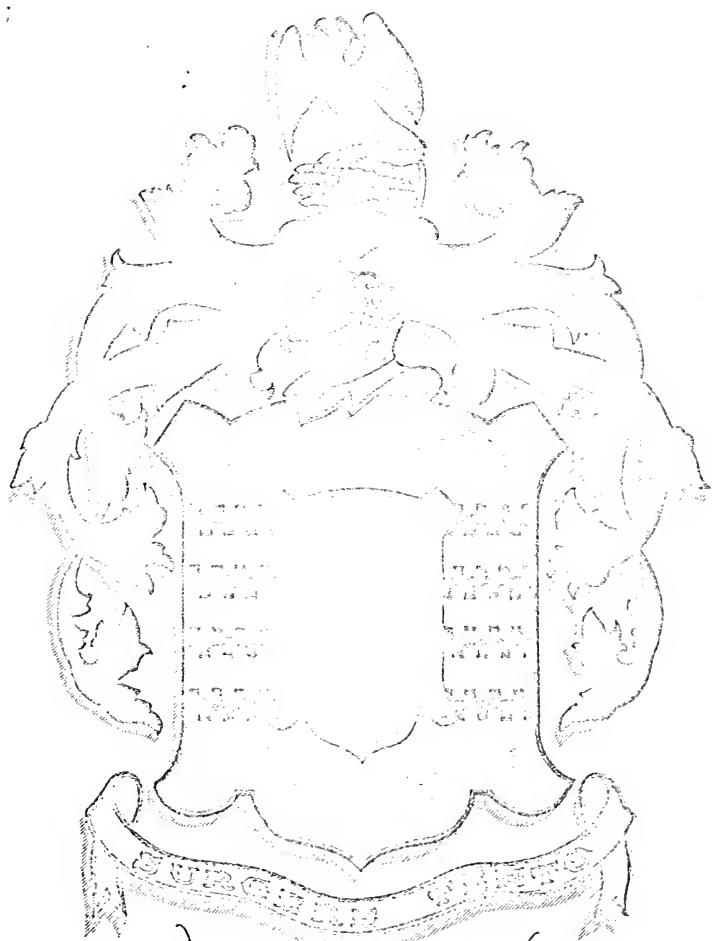
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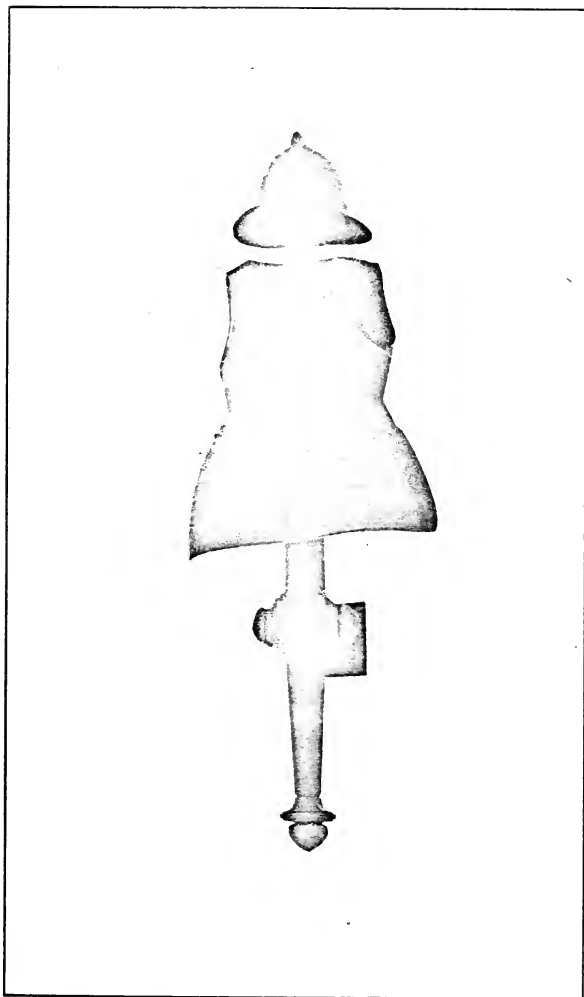
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One of the two Suits of Armor presented by the City of Worcester, England, through Col. Albert Webb, V. D. J. P., Nov. 6, 1908. This armor was worn by soldiers of King Charles II at the battle of Worcester, Sept. 3, 1651

AMERICANA

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"Americana" is a Quarterly Magazine of History, Genealogy, Heraldry, and Literature. Manuscripts upon these subjects are invited, and will be given early and careful consideration. It is desirable that contributions should contain not less than two thousand nor more than ten thousand words. Contributors should attach to their manuscript their full name, with academic or other titles, and memorandum of number of words written.

All correspondence relating to contributions should be addressed to the Editor. All communications should be addressed:

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THE AMERICAN HISTORICAL SOCIETY, Inc., has for its purpose the acquisition and dissemination of authentic information relating to the history of the United States, their peoples and their institutions—religious, educational, professional, and commercial.

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In furtherance of these purposes, it has during many years of diligent labor, assembled a vast accumulation of material—printed volumes, many of great rarity; and manuscript writings representing the life work of eminent antiquarians, historians, and genealogists, various of whom have passed away in well preserved old age and still at the zenith of their mental powers—material which is not to be found in any other hands. The names of those whose work remains in the hands of the Society, makes a noble roll, including: John Howard Brown and William S. Pelletreau, of New York; Hon. William Nelson and Francis Bazley Lee, of New Jersey; Gen. William H. Davis, of Pennsylvania; Samuel Hart, of Connecticut.

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Not the least feature of importance will be the department of Heraldry, in which will be described and depicted the arms of prominent families, as identified by a master of this science, and presented in their proper colors by a skilled heraldic artist.

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AMERICANA

JANUARY, 1919

Beginnings of Worcester, Massachusetts



EVEN or more men from the older towns—Woburn, Sudbury, Concord, Boston, Malden, Cambridge, Watertown and Marlborough—settled here as early as 1674. The record of ownership of land remains, but it is not known where the little village itself stood. The first house was erected by Daniel Gookin and his associates in 1673, but it is not known who occupied it. On account of the conflict between Ephraim Curtis and the other proprietors, Curtis has been given the honor of being the first settler. In the edition of Hubbard's narrative, published in 1677, there is a map to illustrate the events of King Philip's War, showing Quinsigamond, as the settlement was then called, among the places assaulted by the Indians. In the work it is described as "a village called Quonsigamog, in the middle way between Marlborough and Quabaog (Brookfield), consisting of *six or seven houses.*"

A country road was the highway from Boston to the western settlements. From Shrewsbury at the end of Lake Quinsigamond, it followed the course of the present road there, and ascending the hill west of the courthouse, but at that time was merely a path cut through the woods. On this country road, south of the fording place at the lake, a garrison house was built to protect the first settlers from hostile Indians. It was doubtless of the uniform type of garrison house then built in the towns of the province; of timbers hewn on the sides in contact with each other, firmly interlocked at the ends and fastened with hickory pins. There was one heavy plank door on the ground floor. The walls were perforated with narrow loop-holes, through which the defenders could fire upon an attacking force. The second floor was reached by means of a lad-

der, which could be drawn up, if the lower floor were taken by the enemy. The upper floor projected on all sides over the lower. The roof was sometimes crowned with a sort of cupola or watch tower for purposes of observation, but more often the outlook was posted on the roof, which had a slight slant. These garrison houses were generally quite strong enough to withstand the Indian attacks, if well garrisoned.

There were three original grants by the General Court in the vicinity of Quinsigamond; the first, 3,200 acres, to Increase Nowell of Charlestown, May 6, 1657; the second, a thousand acres, to the church at Malden, May 6, 1662, and the third, 250 acres, to Ensign Thomas Noyes of Sudbury, October 19, 1664.

The claim of the Indians to the territory was satisfied in accordance with custom and law. A deed of eight miles square was executed with great formality, July 13, 1674, by Solomon alias Woonaskochu, sagamore of Tatassit, and John, alias Hoorrawannonit, sagamore of Pakachoag. The first payment was two coats and four yards of trucking cloth, valued at 26 shillings. The total consideration was twelve pounds. A verbatim copy of this deed has been published in the proceedings of the Society of Antiquity (Abstracts, etc., 1907, p. 80). The full consideration was discharged August 20, 1676, Gookin having advanced half the sum. The following Indians witnessed the deed: Onnomog, sagamore of Oconomessett (Marlborough); and last ruler of the tribe; "a pious and discreet man and the very soul, as it were, of the town," who died in the fall of 1674; Numphow, sagamore of Wamesit (Tewksbury); Joseph Thatcher of Dudley, a teacher; Nossonowit of Pakachoag.

It was necessary for the grantees to settle within the specified time and live three years on their farms to perfect their title. If all the grantees took possession there should have been some thirty houses erected in 1674-5, with a population of over a hundred. But in the summer of 1675, King Philip's War put an end to the growth of the settlement. Ephraim Curtis was commissioned lieutenant, and distinguished himself in the War. Daniel Henchman, Capt. Daniel Gookin, Lieut. Richard Beers, of the founders, were among the leading military officers during the war. Probably all the able-bodied men saw some service.

The settlers here abandoned their new homes and in most cases returned to their old homes early in the summer of 1675. Their



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houses were all burned, according to Rev. Increase Mather, December 2, 1675. Thus began and ended the first settlement in Worcester.

Not all the frontier towns, destroyed in King Philip's War after the inhabitants had taken refuge elsewhere, were rebuilt immediately. Committees were appointed by the General Court to supervise the resettlement of a number of these towns. Lincoln says that some of the proprietors' committee earnestly endeavored to secure resettlement here after the war, and the records show that on December 6, 1677, a year after peace was declared, the right of Pannasunet, a sagamore, who had not signed the original Indian deed, was purchased of his heirs, Anthony of Wannashawakum, and wife Abigail, daughter of Pannasunet; Nannaswane, the widow; Sasomet and wife Quassawake, all described as natives and inhabitants, they and their ancestors of Quinsigamond.

The committee directed the planters to return to Quinsigamond before the year 1680, in an order dated 1678, and "build together so as to defend themselves." But the terrors of the war were not forgotten, and the settlers at Quinsigamond preferred the threatened forfeiture of their land to trying again to establish a town here. "There was no going," wrote the committee, "by any of them or hope that they would do so; for divers of them being importuned to go, would not." But a meeting of the proprietors was held at Cambridge, March 3, 1678-9, attended by Gookin, Henchman and Prentice, of the committee, and Jenkins, Richard Dana, Atwood, Brown, Paul, Graves, Fay, Hall, Skinner, Bemis, Tree, Flagg, John Upham, Taylor, Webb and Meyling. Several rights had been transferred by sale or inheritance in the meantime. At this meeting it was resolved to adopt the plan of Gookin and Henchman for a new village, and to plant themselves here again in the summer of 1680. Following is the agreement then made:

1. It is agreed by all the persons named in the margen, that, God willing, they intend and purpose, if God spare life, and peace continue, to endeavor, either in their persons, or by their relations, or by their purses, to settle the said plantation sometime the next summer, come twelve month, which shall be in the year of our Lord 1680.

2. They do engage to build in a way of a town, according to a model proposed by Major Gookin and Major Henchman, or some model equivalent thereunto, for the attaining these six ends; 1st, security from the enemies in case (of alarm): 2d, for the better *conveny* of attending God's worship: 3d, for the better education of their children in society: 4th, for the better accommodation of trades people: 5th, for better helps to civility: 6th, for more convenient help in case of sickness, fire or other casualty.



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3. That the most convenient place is to be chosen and pitched upon to build the town, sometime this next summer, by the committee, or the major part of such of the people as go up to view the place, which is intended this next May, if God please.

4. That after the place is chosen and pitched upon, others that are not present, do engage to submit and settle there.

Nothing came of this agreement at that time, however, and in October, 1682, the committee received notice from the General Court that unless measures were taken to form a plantation the grant would be declared forfeited.

The efforts of the committee finally brought about the resettlement by the old proprietors. Capt. Henchman, evidently assured of support and doubtless accompanied by other proprietors or followed soon by those pledged to come, started for Quinsigamond, April 23, 1683. He certainly did not set out alone on such an enterprise. He and his associates came in the spring, and must first have erected their log houses, but no record has been found of the number here in the summer of 1683, nor of the houses erected.

The survey by Samuel Andrews of Watertown, dated May 16, 1683, and presented May 7, 1684, indicates that Andrews and his assistants went with Henchman in April, 1683, however.

In the Commonplace Book of Samuel Sewall, owned by the Marlborough Historical Society, Mrs. Harriette M. Forbes recently found this entry: "April 23, 1683. Capt. Daniel Henchman set out from *Marlborough* towards Quinsickamun with his Pack Horses in order to setting a plantation there." That others had resumed their places here in 1683 is shown by an order of the Middlesex County Court, April 1, 1684, viz:

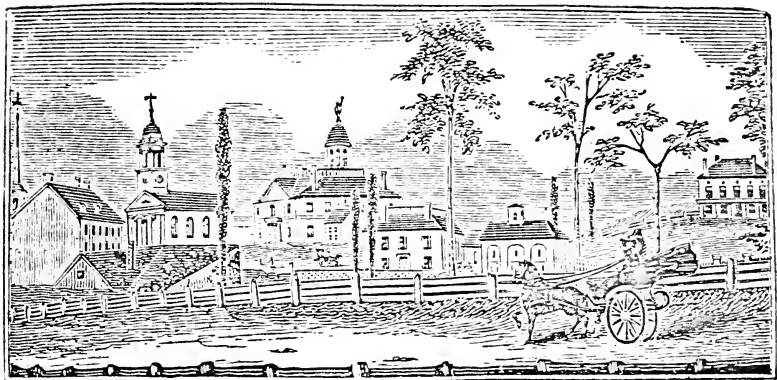
Whereas the Plantation of Quinsigamond *hath some inhabitants* already there and, it being at least ten miles from the nearest English town, which is too far to travel upon the Sabbath Day to the worship of God; and, forasmuch as the committee of the General Court for that place, viz: Maj. Gookin, esq., Capt. Daniel Henchman and Capt. Thomas Prentice have applied themselves to this court, desiring that an order may pass this court, requiring the people there living to meet together on the Lord's Day to worship God.

It is ordered by this court that the people of the place do constantly meet together on the Sabbath days to celebrate the worship of God in the best manner they can at present and until they do increase to such a number as that they may be capable to call and maintain a learned, pious and orthodox minister, as they will answer their neglect at their peril.

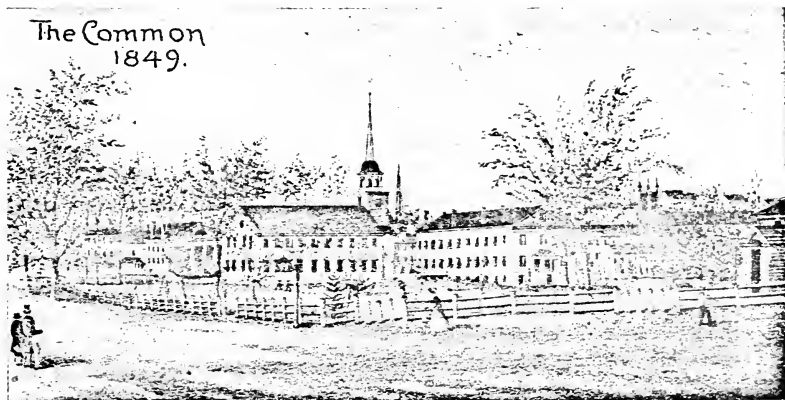
And Capt. Daniel Henchman is requested and authorized by this court to take special care to prevent the profanation of the Sabbath day by neglect hereof.

Church attendance was compulsory throughout the province. This order excused the Worcester planters from taking a journey of twenty miles each Sunday to comply with the law.





North Entrance to the Village of Worcester, Boston road, in 1841. In the little one-story building in the foreground, the elder Stephen Salisbury kept his first store, and laid the foundations of the ample fortune of so much benefit now to the people of Worcester.



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At the same time this court licensed Nathaniel Henchman, a son of Captain Daniel, to keep a house of entertainment for travelers at Quinsigamond, for a year, allowing him "to sell and furnish travelers or inhabitants with rum or other strong waters in bottles of a pint or quart but not to retail any in his house or suffer tippling there." The location of this tavern, the first of the second village, has been determined by various investigators as on the present site of the Boston & Maine freight station. These orders of the county court afford proof that there was a considerable number of the planters here as early as the summer of 1683, as otherwise it is unlikely that they would have established themselves, built houses and become inhabitants as early as April in the year 1684. Such work would not have been done in the winter.

The settlers and proprietors entered into a formal agreement regulating the resettlement, dated April 24, 1684, and recorded in the book of the proprietors. The inducements of the arrangement were stated to be "that the plantations might be secured; the first planters prevailed with to resettle; others encouraged to plant; public occasions provided for; recompense made to those who have labored therein; those rewarded that shall forward the place; manufactures promoted; the country advantaged; travellers accommodated; and not any damnified that are concerned." The quantity of meadow being estimated at 480 acres, it was proposed to divide the whole township into that number of lots; 200 for the planters: 80 for public uses or specific appropriations; and the remaining 200 to be laid out on the northern extremity, forming a division, afterwards known as North Worcester, and subsequently rendered permanent by the incorporation of Holden.

Among other arrangements for mutual safety and provisions for social happiness, it was stipulated, that "land for a citadel should be laid out, on the Fort River, about half a mile square, for house lots, for those who should, at their first settling build and dwell thereon, and make it their certain place of abode for their families: to the end the inhabitants may settle in a way of defence, as enjoined by law, and formerly ordered by the committee for divers reasons, and each one so doing, to have a house lot there, at least six rods square."

This citadel, or central station, was on the stream flowing by the present town, then called Fort River, from the ancient fortress

which had been thrown up on its bank, soon after named Mill Brook, from the works moved by its waters; and sometimes denominated Bimeleck. From references at a subsequent period, it may be inferred, its northern line was parallel with the town way north of the Court House, and that it included the greater part of the village of Worcester.

The name of Worcester was selected by the committee and on petition signed by Gookin, Prentice and HENCHMAN "that their plantation at Quinsigamond be called Worcester," the General Court ordered the change September 10, 1684. For some reason not known the name of an English city was selected.

The Indians came close to Worcester, August 23, 1696, when Goodman Levenz and three children were killed at Oxford. Major James Fitch went thither with his command, and on the 27th a party of 38 Indians and twelve provincials marched under Capt. Daniel Fitch to range the woods towards Lancaster, passing through this town on their way, August 28. Capt. Fitch reported that he discovered tracks of several Indians at a place called Halfway River, between Oxford and Worcester.

From 1690 the warfare between the settlers and Indians had been almost continuous. Queen Anne's War began in 1702, and at that time or even earlier the town was abandoned. The settlers left, probably not in a body, but in small groups or one by one. Samuel Leonard, the constable, alone remained in the summer of 1702. The committee, being alarmed for his safety, sent messengers urging him to leave, but he disregarded the advice. At length an armed force of twelve men was sent under Capt. Howe to compel him to seek a place of safety for himself and family. This party arrived just after he had been slain, and it was afterward discovered that six Indians were hidden in the cellar while the soldiers slept that night on the floor above.

In 1709 an unsuccessful attempt was made to revive the plantation here. Joseph Sawyer and fifteen others presented a petition to Governor Joseph Dudley, the Council and General Court, stating that they were willing to undertake the settlement of Worcester if they could have a firm foundation of settlement laid, a fort built, and needful protection. A committee was appointed by the council to consider the expediency of granting the request and the course to

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be adopted, but the House of Deputies refused to concur and the undertaking failed.

From 1702 to 1713, Worcester was uninhabited. There were various changes in the ownership of land, and the planters who came here in 1713 and afterward were largely of other families. But eventually some of the inhabitants of earlier days returned to the town when peace came and the Indian no longer threatened.

The next concerted action to reestablish the town was made by Col. Adam Winthrop, a member of the committee in charge of the plantation at the time it was abandoned, and by Gershom and James Rice of Marlborough. These three in petition dated October 13, 1713, addressed the General Court in behalf of themselves and others interested, stating their desire "to endeavor and enter upon a new settlement of the place from which they had been driven by the war" and prayed "for the countenance and encouragement of the Court in their undertaking; for such directions and regulations as should be thought fit to make them defensible in case of a new rupture with the Indians; and for a proper Committee to direct in ordering the prudentials of the plantation till they come to a full settlement."

In answer to the petition, the following committee was appointed: Hon. William Taylor, Col. Adam Winthrop, Hon. William Dudley, Lt. Col. Ballantine and Capt. Thomas Howe. This committee made a detailed report, June 14, 1714, of their proceedings in adjusting claims of former settlers and promoting the new settlement. They allowed the claims of thirty-one proprietors or "ancient inhabitants" and, according to the records, there were few of the rights abandoned or disallowed.

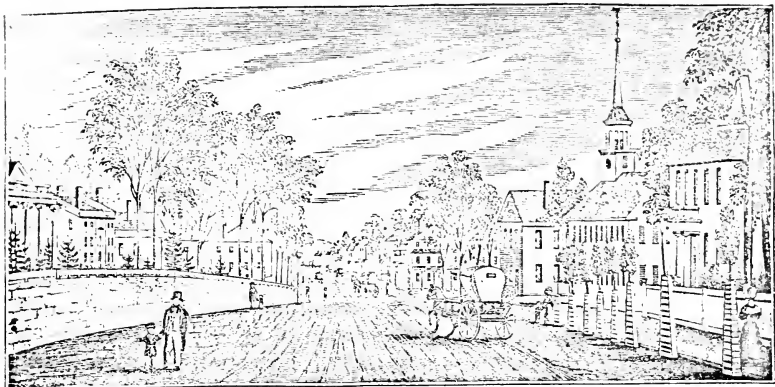
To effect the settlement, grants were made to twenty-eight other persons on condition that each pay twelve-pence per acre for their planting or house lots, being the same amount collected from the original planters; and that each build a dwelling on each right, whether he acquired it by purchase, grant or representation. It was recommended that the provision made for the support of the ministry and schools be accepted, instead of the reservation to the Commonwealth in 1668. As compensation for their services, a lot of forty acres was assigned to each of the committee. The report was accepted and approved by Governor Dudley, June 14, 1714.

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Jonas Rice, signer of the petition and a former resident, was the first settler. From the day he came, October 21, 1713, is dated the permanent settlement of the town. It is an historic date, but of no special significance. The old settlers had not permanently abandoned their farms. The original grantees, their heirs and assignees, were still the proprietors, notwithstanding the two periods during which the plantation was abandoned on account of war. Rice built his house on Sagatabscot Hill, on the road from Sutton and Grafton, (now Union Hill) and his farm included some of the land that Digory Sargent had cultivated. Lincoln suggests that he may have lived there during the second settlement. Rice and his family were the only inhabitants for about eighteen months. Gershom Rice, his brother, also a signer of the petition, was the second settler in the spring of 1715. At the end of five years, fifty-eight dwelling houses had been erected, according to the proprietors' records.

The year 1718 marked the coming of the first Scotch-Irish settlers and a large number of grants were made to them during the next ten or fifteen years. The population in 1718, reckoning on the basis of 60 families, was between 200 and 300, and it doubled in a few years on account of the Scotch-Irish accessions and more provincial settlers. The village in 1718 consisted of the 58 houses of the settlers, and at least four garrison houses designed to protect the planters in case of another Indian outbreak.

The first labor of the settlers, after a considerable number arrived, was to erect a garrison house on the west side of the Leicester road, not far from the Common. During the first year all in that vicinity slept in this block-house. Another garrison house was constructed by Deacon Daniel Heywood near the head of Columbian street, now Exchange street. The third garrison house was on the Connecticut road, north of Lincoln Square. The fourth was north of Adams Square, where a long iron cannon was subsequently mounted to give alarm of coming danger. During the French and Indian War this gun was removed to the Common; during the Revolution it was placed west of the court house, and it was fired to call the people to arms when the Lexington alarm was given. It is likely that still another garrison house was erected east of the intersection of the Lancaster and Boston roads, near Adams Square. There was certainly a house there, and Lincoln says it



NOBILITY HILL, WORCESTER



OLD VIEW OF MAIN STREET, WORCESTER, LOOKING NORTH
 Reproduction from a photo in the American Antiquarian Society Collection

BEGINNINGS OF WORCESTER, MASSACHUSETTS

bore marks of being a fortified place. The houses on the outskirts of the village were each protected by outworks.

Besides the block-houses, was the saw mill erected by Capt. John Wing, on Mill Brook, then owned by Thomas Palmer, Cornelius Waldo and John Oulton of Marblehead. Apparently Wing's corn mill was gone, however, for Lincoln says the first corn mill of the new settlement was erected by Elijah Chase on the Blackstone river, near where the Quinsigamond paper mills stood in 1836, and that for many years it was the only grist mill. Another sawmill was built by Obadiah Ward above the site of the old Red Mills; it was mentioned in his will, December 16, 1717.

Worcester was still a plantation in 1721, and had been governed from the beginning of the first settlement by committees and officers appointed by the General Court. In 1721 a petition of the freeholders and proprietors for incorporation was presented to the General Court, with a letter which indicates that a distemper then raging might interfere with the work of the court and cause a delay. The letter was dated May 31, 1721. The petition was in charge of John Houghton of Lancaster and Peter Rice of Marlborough.

The General Court took action on this petition and others of a similar purport, and passed a resolve, June 14, 1722, vesting the inhabitants of Worcester with the powers and privileges of other towns within the province, and directing that the first town meeting be held on the last Wednesday of September, 1722. The warrant for the meeting was issued by Francis Fulham of Weston, and it was held Sept. 28, 1722.

The course of events in the town of Worcester was much the same as in other towns. At first the town's chief expense was the support of the church (the Old South), the keeping of the peace and enforcement of the laws made by the General Court, and the regulations voted at the town meetings. The selectmen administered the affairs of the town; the constables performed what little police duty was needed and collected the taxes that the assessors levied. There were sealers of weights and measurers of wood, sometimes of leather; hogreeves to see that hogs wore devices about their necks to prevent them from entering the gardens, which were fenced. From time to time other duties came to these and other town offices. Municipal government developed here as elsewhere, slowly, and according to the needs of the community. The town meetings were

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held in the meeting house (Old South Church) until the church and town affairs were finally separated by law, after other denominations had formed societies, built churches, and objected to paying for the support of the Congregational church.

Worcester was originally a tract of eight miles square, containing about 42,000 acres. Of this territory, a section five miles wide was taken when Holden was incorporated, and 2,250 acres when Auburn was founded. Common lands were annexed to the town of Worcester in 1743 and 1785; part of Leicester was taken in 1758; the Oxford Gore was annexed June 14, 1785; and the Grafton Gore, March 22, 1838.

The County of Worcester was established by an Act of the General Court passed April 2, 1731. Previous to that time the town of Worcester and seven other towns of this county had been part of Middlesex; five others, part of Suffolk county. Worcester was made the shire town or county seat on account of its location in the county, not on account of its size or importance. At that time Sutton, Lancaster, Mendon and Brookfield had more population and property. Worcester was chosen in preference to Lancaster, the choice of many of the people and representatives.

The selection of this town as the county seat gave it a great impetus. From that time most of the lawyers of the county made their homes here, and the members of the bar were as a rule from the well-to-do and aristocratic classes; they were college graduates, and generally held the important public offices both in town and county. The county officers and members of the bar formed a nucleus of the polite society of the day, a society that grew in strength and influence until the Revolution.

The shire town naturally became a trading center, and the merchants here prospered. In provincial days the terms of court were the great holidays, and from all parts of the county the people came for amusement and trade, whether they had business with the courts or not. Wrestling, fisticuffs and horse-racing were the principal sports of the time. Even the exhibitions afforded by the punishment of the petty criminals in the stocks and pillory and at the whipping posts attracted the crowds. From 1745 to 1748, horse-racing was forbidden in the main street.

Gradually Worcester drew settlers from Shrewsbury, Grafton, Sutton and other towns in this county, as well as from the towns of

BEGINNINGS OF WORCESTER, MASSACHUSETTS

the eastern part of the State, and the flow of Scotch-Irish thither continued almost to the time of the Revolution. During the Revolution, Worcester became first in population and importance among the towns of the county.

The establishment of the courts here also brought several of the most prominent families to town, and in a multitude of ways influenced subsequent history. Woodstock, Ct., was then in this county, and Hon. John Chandler of that town became chief justice both of the Inferior Court of Common Pleas and the Court of General Sessions of the Peace.

When the first court was opened by the Common Pleas in the old meeting house on the Common, July 13, 1731, a sermon was preached by Rev. John Prentice of Lancaster. The other judges were Joseph Wilder of Lancaster, William Ward of Southborough, and William Jennison of Worcester; John Chandler, Jr., was clerk of the courts and Daniel Gookin, Jr., was sheriff. In those days all the judges wore wigs and scarlet robes, and holding court was an imposing function.

Hon. Joseph Wilder succeeded Judge Chandler in 1740 as chief justice, and Joseph Dwight of Brookfield became one of the court. The succeeding chief justices were: John Chandler, Jr., 1754, until 1762, when Timothy Ruggles became chief justice and continued to 1774, when the courts were closed.

When the courts resumed business under provincial authority, Oct. 17, 1775, Gen. Artemas Ward of Shrewsbury was chief justice; Jedediah Foster of Brookfield, Moses Gill of Princeton and Samuel Baker of Berlin, associates. Hon. John Sprague of Lancaster succeeded Gen. Ward as chief justice. In 1801 Dwight Foster became chief justice.

Before the Revolution, the highest court was known as the Superior Court of Judicature; since the adoption of the Constitution in 1780, as the Supreme Judicial Court. This court held its first session in this county in the old meeting house here, Sept. 22, 1731; Benjamin Lynde was chief justice at that time; Addington Davenport, Paul Dudley, Edmund Quincy and John Cushing, associates, and all were present. Maj. Jonas Rice was foreman of the grand jury, and John Hubbard of Worcester of the first petit jury. The court affirmed four judgments of the Court of Common Pleas, tried

BEGINNINGS OF WORCESTER, MASSACHUSETTS

one indictment and adjourned, Sept. 23. One term was held each year in October afterward.

There have been three court houses built successively on the present site. Judge William Jennison gave the land for the first, but there was some opposition to the location, many favoring the Common as more convenient and accessible. The lot was only a rod and a half wide on the south, four rods on the north, and 20 rods in length, and was at that time a tangle of brush.

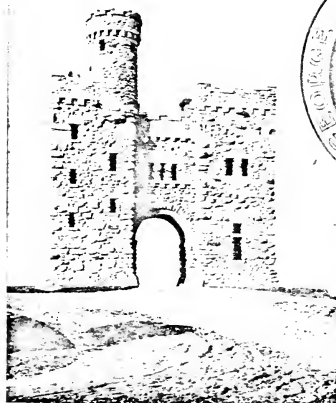
The Court of General Sessions of the Peace passed an order, Aug. 8, 1732, authorizing the erection of a court house here, 26 by 36 feet, and 13 feet in height. The new court house was opened Feb. 6, 1734. In his opening address Judge Chandler called it "beautiful," and evidently the appeal of the court for aid in building the court house from "those who had an interest in lands in the county and especially in the town of Worcester, which, by that town's being made the shire town, are greatly advanced—and to know what any of them will be pleased to give towards building and adorning the house," had met with some response, for Judge Chandler said: "It is our duty on this occasion to thankfully acknowledge the good hand of God's Providence upon us, who has stirred up and opened the hearts of sundry worthy gentlemen, some of whom live in other parts of the province, to be benefactors to us by assisting us in our infant state to erect and beautify so agreeable a house as we are in possession of and which exceeds so many others in the province built for the like service in the capaciousness, regularity and workmanship thereof." The entire address was printed in the Boston Weekly Rehearsal, Feb. 18, 1734. The judge was very proud of the fact that in the space of thirty months from holding the first court, the building was completed.

Within twenty years the first court house was found to be too small for the business of the county, and the court ordered a new house built, March 16, 1751, to be 36 by 40 feet. It was located on the site of the north wing of the present court house, north-easterly of the original building. The first floor was used for the offices of the clerk of courts, register of deeds and the probate office. In front of the court house were the stocks, pillory and whipping post.

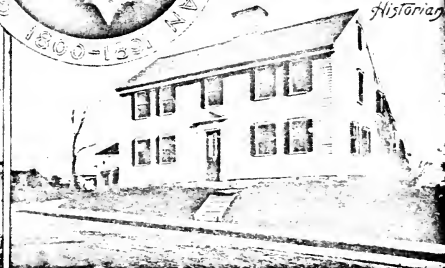
From March, 1785, to Jan. 1, 1792, the court room was used as a place of worship by the Second Parish.

When it became necessary to remove this building to make way

Bancroft Tower on Bancroft Hill.



Birthplace of Geo. Bancroft
Historian



BANCROFT'S BIRTHPLACE, PORTRAIT, TOWER AND GRAVE

BEGINNINGS OF WORCESTER, MASSACHUSETTS

for the third court house, it was raised, placed on wheels and, propelled by twenty yoke of oxen, moved to the corner of Green, Park and Franklin streets, where for more than fifty years until 1886 it was occupied as a dwelling by Joseph Trumbull and family, for whom Trumbull Square is named, and later by his only son George A. Trumbull. In this house there were 15 births, 9 marriages and 7 deaths in the Trumbull family. After the death of Mrs. George A. Trumbull, the property was sold to Dr. William J. Delahanty and Dr. Joseph H. Kelley, who occupied it in part, renting part as tenements. The house was moved to the east later to make room for a brick building and again it was moved to make the street wider. In 1899 the owners were about to demolish the building to make way for a brick apartment house. In 1900 it was bought by Miss Susan Trumbull. "Shorn of veranda, porch, cornice and roof-rail, our poor old house became a melancholy spectacle." It was taken down carefully by Charles A. Vaughan, the contractor, and the original framework re-erected on the present site on Massachusetts avenue. The interior was constructed according to the plans of Earle & Fisher into a modern and very attractive residence. It is now owned by Louisa Trumbull Cogswell Roberts and occupied by Marcus L. Foster. On one of the original doors, a plate was placed by the Worcester Society of Antiquity with elaborate exercises, June 30, 1900. In his address on this occasion, Stephen C. Earle said:

We are assured by credible authorities that the materials, form and dimensions of the original have been scrupulously adhered to, though with the addition of an extension at the rear and a side porch as adaptations to present uses. The old materials have been used so far as possible. The old-timbering of the roof may be seen in the unfinished attic with many a hand-wrought nail still visible; and there are also the curiously-arched heavy beams that gave the form to the vaulted ceiling of the old court room. The doors, the mantels and most of the wainscot of the old court room are in the room as rebuilt. The front door also bears its old brass latch handle.

Other interesting articles have been collected, among which are a latch from the Bancroft house and two from the house of Rebecca Nourse, Salem, one of the unfortunate victims of the witchcraft horrors. Many of the door-knobs are from the old Isaac Davis house on "Nobility Hill." The east parlor mantel is from the house of Pardon E. Jenks, one of the first settlers of Pawtucket; while the wainscot in this parlor and the mantel in the bed room above came from the Eliza Haven house in Portsmouth, built about 1745. The wainscot in the main hall is from the Rutland parsonage, built about 1723 for Rev. Joseph Willard, who before his installation was killed by the Indians in the massacre of that year . . . Old Dutch tiles are set in two fireplaces, and a Franklin front from Kittery, with its original crane and hangers in a third. Over the fireplace in the east parlor is a plaster cast of the Trumbull arms. The two bullseyes in the front door came from Temple, N. H., from the homestead of Gen. James Miller, hero of Lundy's Lane.

That the Court House was always two stories high and that the court room was in the second story, seemed to be proved by the construction of the building. Each

BEGINNINGS OF WORCESTER, MASSACHUSETTS

corner post was a single piece 17 feet long, and the heavy floor girders of the second floor were framed into the main girths by mortise and tenon in a way clearly impossible at any other time than when the frame was originally put together.

The inscription is as follows: "The Court Room of the Second Court House of Worcester County, erected in 1751 on the site of the north wing of the present court house on Court Hill and occupied until 1801." Benjamin Thomas Hill delivered an address entitled "The History of the Second Court House and the Early Bar." Mr. Hill said in part:

Previous to the Revolution there were but few lawyers who resided in the county, most of those who practised in our courts coming from other places, traveling with the judges on their circuits. Among them were many men distinguished in their profession and in the political history of the province.

John Read, called by James Otis "the greatest common lawyer this country ever saw;" Richard Dana, of Charlestown and Boston; William Brattle and Edmund Trowbridge, of Cambridge; Robert Auchmuty, the elder and younger, and Benjamin Kent of Boston, for several years the minister in Marlborough; Governor William Shirley; Timothy Dwight of Northampton; Jonathan Sewall; John Adams; and Caleb Strong of Northampton, afterwards Governor of the Commonwealth.

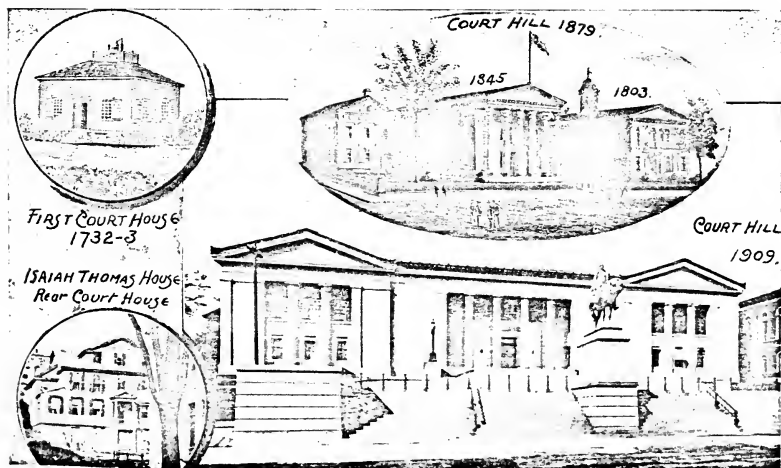
From 1731 to 1775 there had been but seventeen regular practitioners in the county: Joseph Dwight of Brookfield; Nahum Ward of Shrewsbury; Timothy Ruggles of Hardwick; Joshua Eaton Jr., Christopher Jacob Lawton of Leicester; Stephen Fessenden; James Putnam; Abel Willard of Lancaster; Ezra Taylor of Southborough; Joshua Atherton of Petersham; Daniel Bliss of Rutland; Joshua Upham of Brookfield; John Sprague of Lancaster; Rufus Chandler; Daniel Oliver of Hardwick; Nathaniel Chandler of Petersham; Elijah Williams of Mendon.

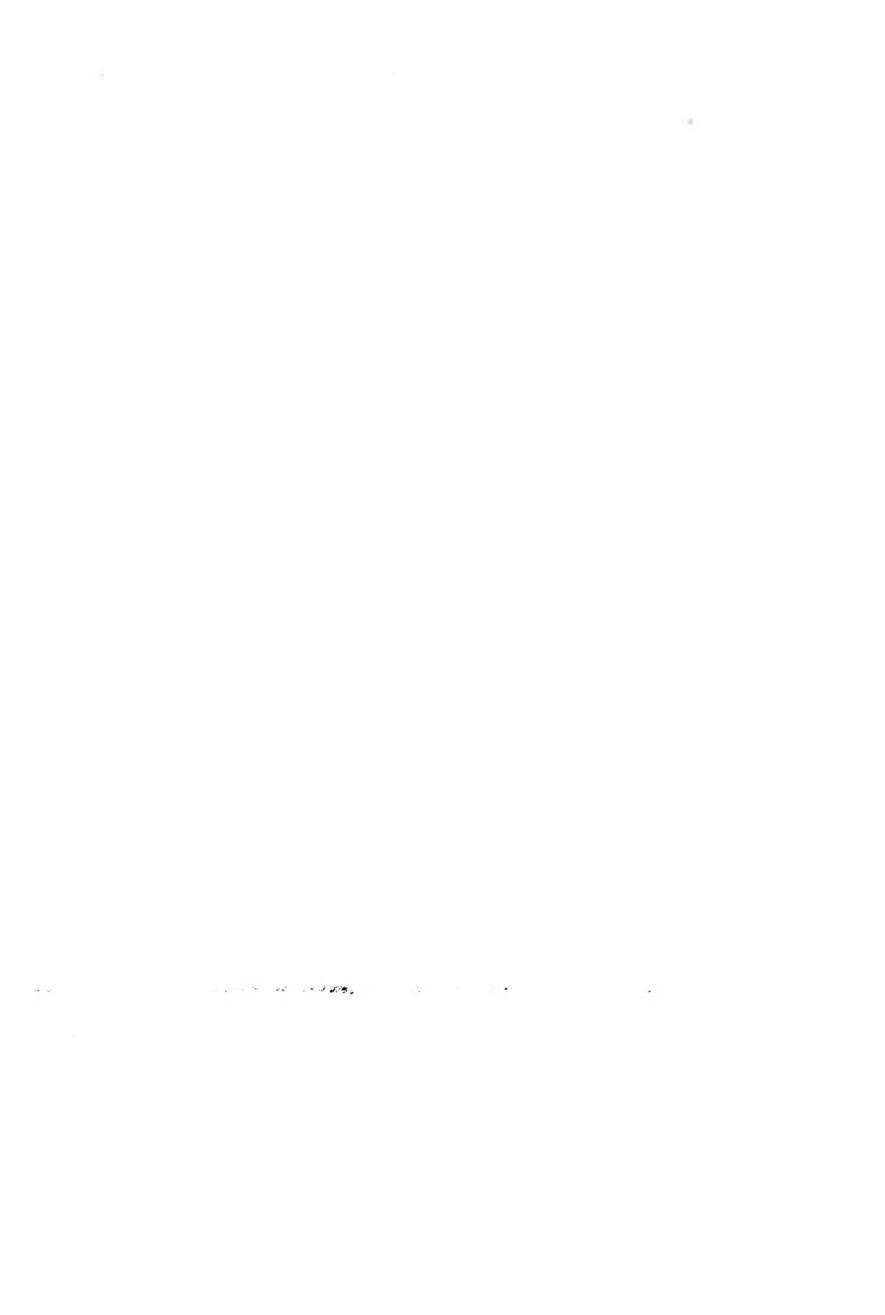
During the years of the Revolution nine new attorneys had begun to practice here: Levi Lincoln, admitted in Hampshire, was Clerk of the Courts in 1776, Judge of Probate from 1777 to 1781, Attorney General of the United States under Jefferson, Lieutenant Governor of the Commonwealth in 1807, and Acting Governor after the death of Gov. Sullivan in 1808; William Stearns and Daniel Bigelow, who were the publishers of the *Spy* for a time; Nathaniel Paine, Judge of Probate for 35 years; Nathan Tyler, Dwight Foster, William Caldwell, William Sever and Peter Clark.

The Court of Sessions decided in 1793 to erect a new court house, and petitioned the General Court for authority to raise money for that purpose. But there was opposition from those who wished the county divided, and the authority was not given. The necessary measures were finally passed, however, and the cornerstone of the new court house laid by Isaiah Thomas and other members of the building committee, Sheriff William Caldwell and Hon. Salem Towne. Additional land was given by Isaiah Thomas and Samuel Chandler. William Lancaster of Boston was master workman of the exterior; Mr. Baxter of the interior. Mr. Thomas supervised the building. (I. Thomas Diary, vol. 1, p. 66). The building, furniture and equipment cost \$20,000. It has since been remodeled, and is now part of the north wing of the present court house. For



COURT HILL ABOUT 1864





BEGINNINGS OF WORCESTER, MASSACHUSETTS

many years it was called the brick court house. The lower floor was used for the county offices, the second floor for the court room and jury rooms. It was opened Sept. 27, 1803.

An addition to the old brick court house was made in 1857 and it was remodeled, moved back about 40 feet to its present position on a line with the new stone structure, 16 feet being added to the front, making the old court house $66\frac{1}{2}$ by $48\frac{1}{2}$ feet. The former entrance by the south was then closed; the roof raised four feet, and the brick covered with a coating of mastic. The dome on the top, surmounted by statue of the blind goddess of liberty holding the scales of justice was retained, being a symbol used at that time on all court houses of this section. In the tower at the rear was formerly a bell, which was rung at the opening of the daily sessions of the court.

The present stone court house was built in 1843-44. The county commissioners voted in favor of building in February, 1842, approved the plans of Ammi B. Young, architect, June, 1843; signed the contracts with Horatio N. Tower, carpenter, and David Woodward, stone mason, July 27, 1843. The total cost was \$100,000. To make room for the building, the mansion of Isaiah Thomas was moved to the rear, where it now remains one of the landmarks of old Worcester. The new building was occupied at the fall session of the Supreme Court, and a dedicatory address was delivered Sept. 30, 1845, by Chief Justice Lemuel Shaw. The material is Quincy granite, the style a variation from the Grecian "Tower of the Winds" in Athens. The building was 55 by 108 feet. The six granite pillars, 25 feet high, three feet in diameter, were transported, Wall says, by rail, from Quincy to the station here and drawn by oxen and horses to Court Hill.*

C. C. Baldwin in his diary, under date of Oct. 4, 1831, wrote: "This day is celebrated there in commemoration of the close of one hundred years from the incorporation of the county and organization of its courts. Hon. John Davis delivers the address, which was

*There is a tradition that the celebrated Old Grimes, who lived in Hubbardston, and was always causing trouble to the county officials, once made a wager that he would ride his horse into the court room. Starting his horse down Main street, he made for the Court house door and rode into the room, to the great astonishment of the Court and Bar. He explained to the astonished judges that this horse had become frightened and run away, thus saving himself from being fined for contempt of court. As his horse was led from the room, she kicked out her heels and left the imprint of her hoof on the door, which was shown for many years afterward.—Lincoln.

BEGINNINGS OF WORCESTER, MASSACHUSETTS

two hours and a half long. Rev. Aaron Bancroft makes the first prayer. Rev. George Allen of Shrewsbury makes the last one. Rev. (Rodney A.) Miller reads the Scriptures. The Boston Cadets are present and perform escort duties and our little Historical Society is greatly honored. The Cadets visit town to pay their respect to Gov. Lincoln." He describes the brilliant uniforms. "The band of music accompanying them consists of 24 distinguished musicians. They perform delightfully. They play in the meeting house before and after prayer, and Emery Perry, leader of the singing in Dr. Bancroft's Society and the most distinguished singing master in the county, sings the 'Pilgrim Hymn' written by Mrs. Hemans. Adjutant General William H. Sumner from Boston and three of the aids-de-camp of Gov. Lincoln, as also Major Gen. Nathan Heard of Worcester with his aids, Thomas Kinnicutt of Worcester and William Pratt, Esq., of Shrewsbury; all in uniform. They sit directly under the pulpit. The aids of the Gov. are Col. Josiah Quincy, son of the president of Harvard College, Pliny Merri-
rick and Emory Washburn of Worcester. Gov. Lincoln is in citizen's dress. The judges of the S. J. Court are all present, who have adjourned their sitting to join in the festivities of the day.

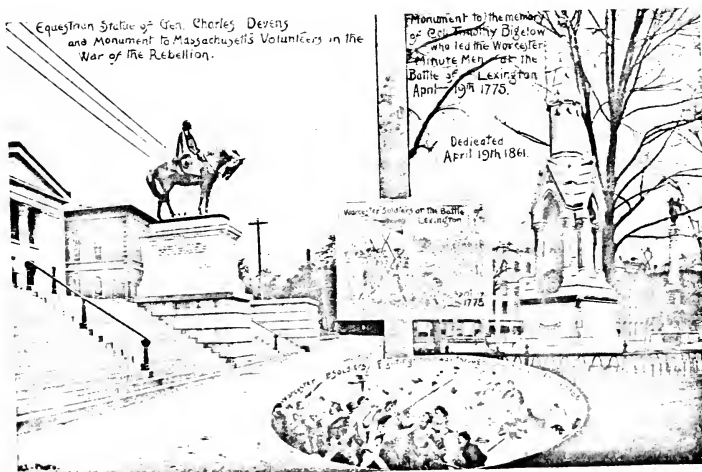
"The Worcester Light Infantry and the Rifle Corps assist the Cadets in the escort duties. The procession reformed on leaving the meeting house; the band first, then the Cadets, then the Worcester companies, then his Excellency Gov. Lincoln with his aids, and Gen. Heard with his aids, the adjutant general, then the committee of arrangements, being eight of us; then the author of the address and then the *ignoble vulgus*. In this way the procession returned to the tavern of Jonas Estabrook (Central Hotel) and went to dinner, and there we had a most glorious time. A grand entertainment is given in the evening by Gov. Lincoln."

In 1878 a wing was added to the stone court house on the northern side. In 1897 the legislature (Chap. 449) provided for an addition to the court house to cost not over \$350,000. After a competition the plans of Andrews, Jaques & Rantoul, architects, of Boston, were accepted. Prizes were awarded to the following architects and firms: Earle & Fisher, Fuller, Delano & Frost, Robert Allen Cook and Lucius W. Briggs. The contract was awarded to the Webb Granite & Construction Co. of Worcester for \$312,887.86. The



SPANISH WAR MEMORIAL
Army Square, Worcester

Equestrian Statue of Gen. Charles Devens
and Monument to Massachusetts Volunteers in the
War of the Rebellion.



Monument to the memory
of Col. Timothy Bigelow
who led the Worcester
Minute Men at the
Battle of Lexington
April 19th 1775.

Dedicated
April 19th 1861.

Worcester Soldiers on the Battle
of Lexington

On the
Anniversary
of the
Battle of
Lexington
at the very
time the
Dedication
Ceremonies
at the
Bigelow
Monument
were going on
The
Worcester
Light
Infantry
with the
Mass. 6th
were
Marching
Through
Baltimore
on their
way to
the Defense
of
Washington

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legislature authorized \$5,000 additional for the work. Land was bought of the Warren estate for \$15,000.

The old brick court house was taken down and a new wing built to the north of the old, with a building connecting the two, retaining the style of architecture of the stone court house. The lower floor contains the registry of deeds in the new wing and the registry of probate, with the offices of the judges of probate and a probate court room, and the offices of the county treasurer. The quarters of the county commissioners are in the rear of the main entrance. The court rooms, three large, two equity rooms, and the office of the clerk of courts are on the second floor. The law library is in the wing of the south building. There are various consulting rooms and other offices conveniently placed.

The changes made in 1898 resulted in the end in the practical reconstruction of the stone court house, but one wall remaining untouched. The material is of Quincy granite, with massive granite pillars across the front. Architecturally the building is one of the most imposing and attractive of the court houses of the state. The building was completed in 1899. The sum of \$65,000 was authorized (Chap. 214, 1899) for equipping and furnishing the court house, grading and improving the grounds. Contracts for grading were given Thomas J. Smith, \$23,989; Mellish & Byfield for wooden furniture, \$13,851.21; Fenton Metallic Mfg. Co. for metallic furniture, \$12,000; and other contracts making a total of \$63,060.70.

The county commissioners purchased the building and grounds of the American Antiquarian Society at the time it was vacated, and had the building removed and the lot graded, vastly improving the appearance of the court house and surroundings.

The Common has been a public park since the first settler came hither, and its history begins in June, 1669, when the committee in charge of the settlement of the plantation of Worcester set aside twenty acres for a training ground near the proposed location of the meeting house. But the limits of the training lot were encroached on until but eleven or twelve acres remained in 1732, when a survey was made. The Common then extended from what is now Franklin street on the south to Mechanic street on the north, and from Main street to Salem street and Church street. Capt. Moses Rice was afterward granted half an acre, fronting on Main street on the site of the present Walker building. John Chandler came



BEGINNINGS OF WORCESTER, MASSACHUSETTS

into possession of what is now Harrington Corner, at the junction of Main and Front streets, and the Chandlers built a house, barn, store, office and other buildings there. After the Revolution, Ephraim Mower kept a tavern on this corner. In 1818 William Hovey built a brick building in which he kept a hotel known as the Worcester Hotel, later as the United States Hotel, removed in 1866 to Mechanic street to the site of the Crompton building, to make way for Clark's Block.

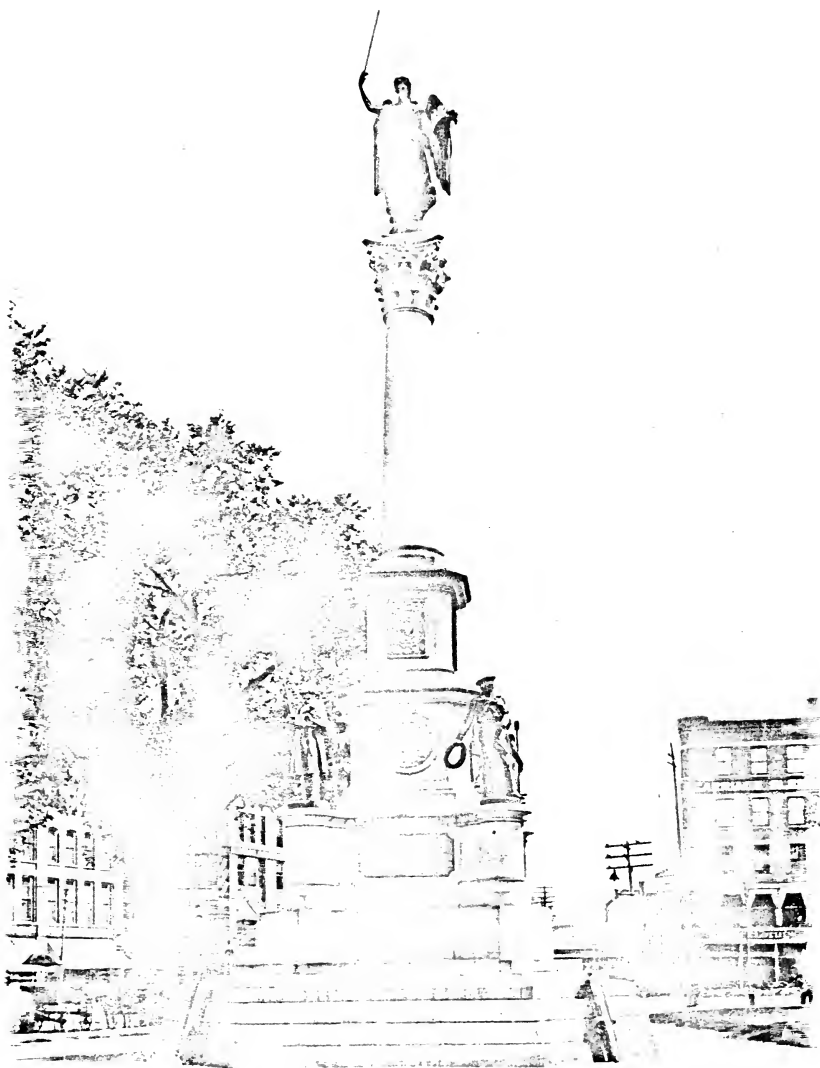
In 1757 Col. Chandler and his regiment assembled on the Common to start for the relief of Ft. William Henry. The militia drilled there. On the Common the original church was erected, and later the town hall, a gun house and hearse house. Part was used for a burying ground. The present Common, bounded by Main, Front, Salem and Franklin streets, is but five acres in extent, only a third of the original reservation. Formerly two roads crossed the Common diagonally.

The events on the Common of 1774, preceding the Revolution, have been of a notable character. The minutemen drilled there, and Capt. Timothy Bigelow formed his company there for the march to Lexington, April 19, 1775, after the alarm was received. His monument stands near the center of the Common, dedicated April 19, 1861. Revolutionary soldiers are buried beside the early settlers on the Common, but all the gravestones in 1854-55 were laid flat over the graves and covered with earth and sod.

The Declaration of Independence was first read in this town to the people assembled on the Common by Isaiah Thomas, on Saturday, July 13, or Sunday, July 14, 1775, and on July 22 the Independence of the Colonies was celebrated on the Common; the Declaration read again to the assemblage there; bells were rung, cannon and musketry fired; and the crowd gave vent to their feelings in cheers and other demonstrations of joy. The king's arms were torn from the court house and burned. The sign of the King's Arms Tavern had suffered a similar fate with the acquiescence of the landlord.

Throughout the Revolution the Common was a center of public activity, and ever since it has been a place of great public gatherings too large for the halls. The Common was not always the beauty spot it is today, but the fine elms show that some forethought was used by the town fathers a hundred years ago. By vote of the town Dec., 1869, the railroad tracks on the Common were ordered





CIVIL WAR SOLDIERS' MONUMENT, WORCESTER

removed Nov. 21, 1877. A sketch of the history of the Common by Nathaniel Paine was published in the Worcester Magazine, June 1901.

The Soldiers' Monument is located on the northeasterly part of the Common, and meetings have been held there annually on Memorial Day since it was erected.

The fiftieth anniversary of the incorporation of the city was celebrated by festivities lasting three days, June 20, 21 and 22, 1898, with postponed exercises in Mechanics Hall on June 24. The first day was devoted to a regatta at Lake Quinsigamond, on the shores of which the first settlers built their homes. Five thousand people attended, witnessing all kinds of boat, canoe and shell racing. The Worcester High School eight defeated the Weld crew of Harvard, making a new lake record. Trophies were presented to the winners at the rooms of the Wachusett Boat Club by Mayor Dodge in the evening. A civic, military and trades procession took place June 22, under the direction of Chief Marshal E. T. Raymond, assisted by Capt. Levi Lincoln, chief of staff. The buildings were decorated.

The exercises in Mechanics Hall were of historic importance. After prayer by Rt. Rev. Monsignor Griffin, Frank P. Goulding, the orator of the day, was introduced by Mayor Dodge. Mr. Goulding was one of the most gifted advocates and public speakers of his generation. His address ranks among the most finished and eloquent orations ever delivered on a similar occasion. The address of Col. William S. B. Hopkins, one of the last of the brilliant public speeches for which he was noted for a generation, was scholarly and patriotic, with characteristic bits of reasoning and philosophy, and with a discussion of practical municipal questions of the past and present.

The Burnside Memorial Fountain, the gift of Harriet P. F. Burnside, was unveiled in 1913. It is chiselled from granite, from designs by Daniel Chester French, the sculptor, and surmounted by a bronze figure entitled the Boy and the Turtle. It is located in Salem Square, and serves as an ornament to the city as well as a highly useful purpose.

The bronze memorial statue of Hon. George F. Hoar was dedicated in June, 1908. The speakers were Mayor James Logan, Governor Curtis Guild, and Hon. William H. Moody. The statue is located at the City Hall, near the corner of Main and Front streets.

BEGINNINGS OF WORCESTER, MASSACHUSETTS

There were 30,000 contributors to the fund in sums varying from one cent to over \$100, and 128 societies were among the contributors. Charles M. Thayer initiated the movement, and was its leader from the beginning.

Two suits of armor worn by pikemen in the battle of Worcester, Sept. 3, 1661, were presented by the City of Worcester, England, to this city, November 5, 1908, at City Hall. Col. Albert Webb, V. D., made the presentation in behalf of the English city. It is interesting not only because this city is presumed to be named for the English city, but because some of the ancestors of Worcester families took part in the battle and, being taken prisoners, were sent to New England by Cromwell.

The John Adams Memorial Tablet at the corner of the Court House grounds, Lincoln Square, presented by Col. Timothy Bigelow Chapter, D. A. R., was dedicated May 23, 1903. It is inscribed: "In Front of this Tablet stood the First School House in Worcester, where John Adams, second President of the United States, taught School."

Mrs. Louisa C. Chamberlain, widow of Dr. Wm. B. Chamberlain, left a bequest of \$5,000 in her will, 1912, for the erection of a memorial fountain, which was located by the City Council in Washington Square. The memorial was designed by Andrew O'Connor, of Worcester, and the unveiling took place August 14, 1915. This artistic work consists of a bronze fisher boy on a drinking fountain of pink granite. The work was suggested to the donor by City Engineer McClure during a consultation in which she expressed a wish to make a gift to the city, and he made and executed the plans for this useful and attractive monument.

NOTE.—This narrative is abridged from "History of Worcester and its People," by Charles Nutt, now in press; (Lewis Hist. Pub. Co.)



Chapters in the History of Halifax, Nova Scotia

BY ARTHUR WENTWORTH HAMILTON EATON, M. A., D. C. L.

No. XIII

HALIFAX DEFENCES

"It is most meet we arm as 'gainst the foe:
For peace itself should not so dull a kingdom
But that defences, musters, preparations,
Should be maintain'd, assembled, and collected
As were a war in expectation."

HENRY V., ACT II, SC. 4.

"Horribly stuffed with epithets of war."

OTHELLO, ACT I, SC. I.

Let's on to Halifax! There we shall dine to-day
With fine young warriors, fresh from foreign fields,
Glimpse from the Hill that guards the glittering Bay
Symbolled in forts the power that Britain wields,—
And for Old England's rule give thanks and pray.



WITH the King of France still ruler of the province of Quebec, and with Louisburg again a French fortress, the question of defence necessarily demanded prompt consideration from the founders of the new town of Halifax and organizers there of stable civil government for the Acadian province. More immediate foes, also, of the peace of the new community existed in the French inhabitants scattered, in some places thickly, throughout the peninsula, and in the Micmac Indians, who for the most part commonly showed themselves in close sympathy with the French rather than with the English. The defences of Halifax, which in their later condition of strength and security have given the Nova Scotia capital a position of marked distinction among fortified towns in the British Empire, were therefore begun in a feeble way almost as soon as Cornwallis landed his settlers. On the plan of "Chebucto," made by Admiral Du-rell shortly before the settlers came, the two sides of the entrance to Bedford Basin, far up the harbour, very near, indeed, the fatal



spot where the recent calamitous explosion occurred, were marked as places suitable for chief fortifications, but this suggestion, for obvious reasons, Cornwallis ignored. Instead, he more wisely fixed upon Sandwich Point, now Point Pleasant, much lower down the harbour, and upon the high lands opposite, on the Dartmouth side of the harbour, now York Redoubt, and also on the little island first called Cornwallis Island, but later named George's Island, as the proper places for establishing defences. On this island he immediately placed a guard, landed his stores, and prepared to build a magazine to hold powder. Very soon after, he had block houses erected here, on which he mounted seven thirty-two pounder guns, then carrying a palisade completely around the works.

One of the first things he urged on the settlers after they had taken possession of the lots assigned them and had begun to build their houses, was that they should throw up a rude barricade of logs and brush around the town, and although at first he found them unwilling to spend their time on such a work, by the promise of a mild wage he succeeded in making them do it. From 1750, for at least four or five years, the encircling defences thus built consisted of palisades or pickets placed upright, with several block-houses of logs reared at convenient distances apart. The exact course of the barricade was from the spot on which St. Mary's Roman Catholic Cathedral now stands, "to the beach south of Fairbanks's wharf, and on the north, along the line of Jacob Street to the harbour."¹ Gradually a line of block-houses came to be erected, which extended from the head of the North-West Arm to Bedford Basin, the purpose of these being to guard the town from the Indians who lived in various places in the interior. A single block-house also was erected at Dartmouth, where a gun of greater or less calibre was mounted for defending the eastern side of the harbour. In "Remarks relative to return of the forces in Nova Scotia," printed in a volume of "Selections from the Public Documents of Nova Scotia," under date of March 30, 1755, we read: "New Battery has lately been begun—likewise not finished. It stands on a rising ground about two miles east, across the Harbour from Halifax. This to prevent shipping entering the Harbour under the Eastern shore

¹Dr. Akin's *Chronicles of Halifax* ("History of Halifax City"), p. 209. "These palisades," says Dr. Akins, "were in existence in 1753, but were removed at a very early period." They were not standing, he says, in 1825.

without reach of George's Island." The battery here described was the well-known "Fort Clarence," and we learn that its erection had begun, as the extract we have given implies, some time in 1754. In the diary of Dr. John Thomas, a surgeon in Col. John Winslow's expedition for the removal of the Acadians in 1755, the statement is made that about two hundred and thirty of the New England troops under Winslow were quartered at this fort in December of that year.

In 1755, Governor Lawrence had four batteries built along the beach—the first, the "Middle" or "Governor's" Battery, being where the King's Wharf is, and directly opposite the first built Government House; the second, the "Five" or "Nine" Gun Battery, being where the "Ordnance Yard" was afterward established; the third being a little north of Fairbanks's Wharf; the fourth, the "South" or "Grand" Battery (which is still in existence), being at the "Lumber Yard." These four batteries were built of stone and gravel, supported by cross-logs covered with earth and planted with grass, and had battlements in front and at the two ends, elevated about twenty or twenty-five feet above the water. According to the plan of Halifax made by Col. Desbarres in 1779 or 1780, and published in his nautical charts in 1781,² there was when he made his plan a nine-gun battery near where the Ordnance Wharf now is, and a five-gun battery a little to the north of that, "but on an angle with the other." These fortifications were for the most part removed about the year 1783, and the grounds appropriated to their present purposes. The Ordnance Yard, then a swamp around the battery, and the King's Wharf, were both filled up and levelled by means of stone and rubbish removed from the five-acre lots of the peninsula, which were beginning to be cleared about this time.

From various sources, soon after the founding of Halifax began, Cornwallis received warning that the Indians in other places in the province and in the Island of St. John, under the direction of the

²Joseph Frederick Wallet Desbarres (1722-1824), military engineer, also captain in the 60th Regiment, made a successful expedition against the North American Indians in 1757, and surveyed the coast of Nova Scotia in 1763-1773. He was lieutenant-governor of Cape Breton, 1784-1805, was gazetted colonel in 1798, and served as governor of Prince Edward Island 1805-'13. He published charts of the Atlantic and North American coasts. See Prowse's "History of Newfoundland," p. 423. See also General William Dyott's Diary, p. 58.

f intriguing priest Le Loutre, were laying plans to attack the settlement at some time during the next winter. Before winter began, indeed no later than the last day of September, 1749, the savages made their first attack. This, however, was not on the town itself, but on the scanty settlement which is now Dartmouth, on the east side of the harbour. In this raid the Micmacs killed four persons and carried off one. In the spring of 1750 they repeated their attack on the same settlement, setting fire to several dwellings and killing and scalping a much larger number than in the first raid. On Halifax itself there was never, so far as is recorded, any attack made either by Indians or by the French inhabitants; there were, however, occasional murders by Indians in the outskirts of the town, towards Bedford Basin, of individual men who had found it necessary to forage in that direction for firewood.

In the summer of 1755, Governor Lawrence sent the authorities in England a plan of the four batteries he had just completed, to which we have already referred. They were each twelve feet in height above high water mark, two hundred and forty feet in length, and sixty-five feet in breadth. The parapet raised on each was seven feet high, and the materials were logs and timber framed and filled up with stones, gravel, and soft earth. The next month after their completion, twenty guns were mounted on these three batteries. Later, but just when we do not know, the number of batteries was increased.

In the autumn of 1757, strong appeals were made by the inhabitants to the governor and council to put the town in a better state of defence. The majority of the persons so appealing were Massachusetts born men, who humbly begged the authorities to let them know promptly whether their appeal could be granted or not. If it could not, they desired to take the first opportunity to remove with their families and effects to some neighbouring colony where they might be better protected. Probably on the ground of insufficient revenue, the authorities seem to have disregarded the appeal, and it was not until July, 1762, that any energetic measures were taken materially to improve the defences of the town. In the early summer of 1762, news came that the French had invaded the British settlements in Newfoundland, and fear was newly felt that Halifax also might be attacked, the authorities therefore called a council of war to consult on better means of defence in case this should



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happen. The council met on the 10th of July and continued its sittings until August 17th, the result of its deliberations being a recommendation to the governor and council to put in repair and furnish with guns the batteries "on George's Island, Fort George, Point Pleasant, and East Battery," and to erect such works around the town and at the Dockyard as might be considered necessary to give the town full protection. As a result of this recommendation, some of the old works were put in repair and new ones constructed, but the immediate cause of alarm soon subsiding, "further expense was deemed unnecessary," and the matter dropped.

In 1763, the palisaded defences of Halifax were in a state of decay, and the Home Government sent a Swiss engineer, who had been General Wolfe's quartermaster-general at Quebec, to Halifax, to prepare plans for permanent defences for the place. To the Ordnance department at Halifax the engineer submitted several plans, the first of which proposed making the place a walled town, with lines of masonry running up from the water front to the citadel, with batteries at intervals on each side. The Dockyard being so far north of the proposed line of defence that it could not thus be protected, this plan, however, was given up, but another that was proposed was adopted, though it was not put in operation until thirty years later. This plan included the building of a strong citadel on the hill overlooking the town (which seems to have been then commonly known as "Signal Hill", and reconstructing and strengthening all the harbour forts.³

In his chapter on the fortifications of Halifax in his chronicles of the town published in the "Collections of the Nova Scotia Historical Society" in 1895, Dr. Thomas B. Akins summarizes the early defences thus:

"From the year 1749 to 1754 or '55, the defences of the town consisted of palisades or pickets placed upright, with block houses built

³"At the first settlement," says Dr. Akins, "it had been found necessary to occupy not only every elevated position in the vicinity, but also large spaces around the town as at first laid out, for the purposes of defence and other military objects. After the necessity for those defences had ceased it frequently occurred that the military commanders would lay claim to the grounds as military property, and in this way obstacles had continually arisen to the extension of the town, a grievance which has continued to be felt until the present time. Those whose duty it was to plan and lay out the town appear to have been guided more with a view to the construction of a military encampment than that of a town for the accommodation of an increasing population." Collections of the Nova Scotia Historical Society, Vol. 8, pp. 66, 67.

of logs at convenient distances. This fence extended from where the Roman Catholic Cathedral now stands to the beach south of Fairbanks's Wharf, and on the north along the line of Jacob street to the harbour. These palisades were in existence in 1753, but were removed at a very early period, a time not within the recollection of the oldest natives of the town living in 1825. . . . There were several block-houses south of the town—at Point Pleasant, Fort Massey, and other places. A line of block-houses was built at a very early period of the settlement, extending from the head of the North West Arm to the Basin, as a defence against the Indians. The foundation of the centre block-house was still to be seen in 1848, in the hollow below Philip Bayers's pasture. . . . These block-houses were built of square timber, with loopholes for musketry, they were of great thickness and had parapets around the top and a platform at the base, with a well for the use of the guard."

As the revolution in the colonies adjoining Nova Scotia drew on, the Halifax authorities became once more greatly alarmed at the inadequacy of the town's defences. In the autumn of 1774 the council eagerly discussed the matter and came to the conclusion that the ground being too rocky for intrenchments, the only practical fortifications would be temporary block-houses and fresh palisades. It was resolved, also, that the Dockyard should be fortified in a similar way, so that this inclosure might serve as a retreat for the inhabitants in case the town should be attacked. Any attempt at increasing the fortifications on Citadel Hill at that moment, owing to the lateness of the season and the scarcity of workmen and of troops to garrison a fort, was considered out of the question. On George's Island, however, additional batteries were erected, and thither the chief military stores of the town were removed. Sketches of the town, made by a certain Colonel Hicks, about 1780, and soon after engraved and published in London, show fortifications then at Citadel Hill, Fort Massey, Fort Needham, Point Pleasant, and George's Island.

Although the better fortifying of Citadel Hill was suspended in 1774, about four years later such a work was undertaken. At that time a small redoubt with a flag staff and guardhouse stood near the summit of the hill, which was about eighty feet higher than it is at present, but the hill had no other fortification. The works then constructed were "an octangular tower of wood of the block-house kind, having a parapet and small tower on top, with port-holes for can-

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non, the whole encompassed by a ditch and ramparts of earth and wood, with pickets placed close together, slanting outwards. Below this there were several outworks of the same description, extending down the sides of the hill a considerable distance."

In 1793, Sir John Wentworth did something towards repairing the citadel fort, but much more vigorous measures were taken by his Royal Highness Prince Edward in 1795 and 1796 to make it worthy of the commanding position it held. His efforts extended also to other forts, notably those at the mouth of the harbour, but from the citadel fort he swept away the old wooden fortifications, and cutting down the summit of the hill to its present level he rebuilt the earth ramparts, at each angle of which he placed five or six guns, deepened the moat, planted willow trees around the ramparts, and inclosed the whole fortification with a picket fence. Leading into the fort, Dr. Akins tells us, he built "covered walks and passages." In making these important changes, with the coöperation of the Governor he employed besides garrison troops, the country militia, and for a time a considerable detachment of the Jamaica Maroons, who were brought to the province in 1796.

The Halifax citadel as it is now, with its great interior wall of solid masonry, dates from the year 1812. The disturbance between Britain and the United States on account of the impressment of British sailors on American ships culminated in this year, creating the last great agitation on account of hostile military operations by a foreign power by which Halifax was stirred until the outbreak of the present great European war, started by Germany in 1914. In the beginning of 1812, orders were issued to put the forts of Halifax in better repair, among these the citadel fort, which by this time was in a state of some dilapidation. The commanding engineer on the station, Captain Gustavus Nicholls, accordingly made the Board of Ordnance an elaborate report concerning repairs needed, and the carrying out of the details of his plan was immediately begun.⁴

⁴Dr. Aikins says: "The towers on George's Island, Point Pleasant, the East Battery, Mauger's Beach, and York Redoubt were built at the commencement of the present [the 19th] century. . . . The Chain Battery at Point Pleasant was first constructed, it is said, by Lord Colville, in or about 1761. The present ring bolts were put down during the war of 1812 to 1815. The old block house at Fort Needham and that above Philip Bayers's farm, on the road leading to the Basin, called the Blue Bell Road, were built during the American Revolution, and reconstructed during Prince Edward's time. They were there in 1820, but soon after fell into decay, being composed of square timber only. All the other block houses had disappeared many years previous to that date." Akins Chronicles of Halifax, p. 212.

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Other buildings early erected as parts of the military establishment in Halifax were the North Barracks, built soon after the town was settled; the South Barracks, built in the time of the Duke of Kent; a barracks at the East Battery, erected very early, but rebuilt by Prince Edward in 1800; probably a military prison, the building being a dwelling house purchased for this use in 1752; and the Lumber Yard and Ordnance Yard, begun about 1784 or 1785. "During the Revolutionary War," says Dr. Akins, "the main guard-house stood on the spot now occupied by Masons' Hall. It was used as a military post at a very early period, as the French prisoners from Annapolis, etc., were lodged there." A building called the Military Office, this historian adds, "stood at the south corner of the market wharf, near where the main guard house now is. It was used as a military office until 1790, or perhaps later."

In an earlier chapter we have mentioned the town residence of the Duke of Kent, while he lived in Halifax, a handsome dwelling having a portico resting on Corinthian pillars. This house stood on the north slope of the Citadel Hill, in rear of the then standing North Barracks, and seems to have been erected for his Royal Highness' use. After the Prince left Halifax the house was taken by the military authorities for an army hospital; a low range of buildings connected with it, which were used by the Duke as stables and offices, making places for barrack stores and a garrison library.

The times of greatest military activity in the century and almost three-quarters that the history of Halifax covers, are the periods of the so-called French and Indian War, between 1754 and 1760, the American Revolution, between 1774 and 1783, the War of 1812, between 1812 and 1815, and the present great European War, between 1914 and 1918. The period of the so-called French and Indian War, between 1754 and 1760, was a time of almost continuous agitation in Halifax, among both the military and civilian elements in the population. The determined effort of Shirley as commander-in-chief in Massachusetts, pursuant to the great plan of Pitt, to break forever the power of France in America, included in its scope not only the destruction of Louisburg and the conquest of Quebec, but the capture of the only important fort in the peninsula of Nova Scotia that remained in French hands, the little stronghold on the border line between what the French recognized as Nova Scotia and the

adjoining (New Brunswick) territory, which they still claimed as belonging to France, the fort called Beauséjour. The only thing remaining to be accomplished in destroying the French power in Nova Scotia was the complete subjugation to British authority or else the removal from their homes and the distribution of them throughout other British colonies of the nearly ten thousand inhabitants who were industriously tilling the soil and fishing in various parts of the peninsula. To capture Fort Beauséjour, Shirley summoned in New England a force of two battalions, to be led respectively by Lieutenant Colonel John Winslow of Marshfield, Massachusetts, and Lieutenant-Colonel George Scott, giving the general command to Colonel Robert Monckton. On the 16th of June, 1755, this New England force captured Fort Beauséjour, and in the autumn of the same year the authorities at Halifax in conjunction with the Government of Massachusetts forcibly removed some seven or eight thousand of the Nova Scotia French from their native homes in the province and distributed them in pitiful pauper groups along the Atlantic coast from Maine to Georgia. In July, 1758, Louisburg for the second time fell into English hands, and in September, 1759, under General Wolfe, Quebec was captured, at both which events, as at the capture of Beauséjour and the removal of the Acadians, universal satisfaction was felt at Halifax.

The next event to arouse Halifax was the American Revolution, and the next, after peace was declared in 1783, was the less important but still important conflict between England and the United States known as the War of 1812. After this struggle had passed, the life of Halifax, either military or civil, had remarkably little to disturb it until when a full century had passed the great European War broke out in 1914. Of the part Halifax has been made to play by the military and naval authorities of the British Empire in this greatest of world-conflicts the history will some day be written; it is much too early to write it yet. As a base for the departure of by far the greatest number of the troops that Canada has dispatched for service on the eastern front of the war, the Nova Scotia capital will always stand conspicuous in the great war's annals when they come into print.

In 1917, a war geography bulletin issued by the National Geographic Society of Montreal described Halifax and its defences as follows: "The town was the first English speaking settlement

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in the midst of the French colonies of Acadia, and it speedily took on importance. Within five years from its founding it became the seat of British North American government, and Britons have long termed it the 'Warden of the Honour of the North.' Its harbour is deep and ample, and said to be sufficient to float all the navies of Europe. Eleven forts command its spacious waters, and up to 1905 Halifax was a busy British military point. In that year, however, as a mark of friendly relations with the United States, all British regular troops were withdrawn and the care of Halifax and its fortifications was committed to the government of the Dominion of Canada. With the outbreak of the European war, however, Halifax was again made the military and naval headquarters for British America, and many German prisoners have been interned upon the well-guarded islands of its harbour. Here too was the chief port of embarkation for the numerous contingents which Canada has contributed to the English armies. During the Napoleonic wars, Halifax was the scene of many a demonstration of English powers. The privateers, fitted out by enterprising Haligonians, frequently returned with their prizes. Distinguished French prisoners made use of the enforced hospitality of the Citadel . . . which still caps the highest ground and is a landmark far to sea."

The number of troops in the Halifax garrison from decade to decade during the century and almost three-quarters which the history of the town covers, has greatly varied. And just as diverse has been the character of the regiments permanently stationed or briefly located here. The earliest troops to invest the town were partly British regulars and partly New England militia. In July, 1750, the garrison of Louisburg was expected but had not yet arrived, there were here, however, one company of Hopson's 29th regiment, one of Warburton's 45th, both on the regular establishment, and also sixty men of Gorham's New England Rangers.

In the course of the year 1782, a little before the close of the American Revolution, there were for longer or shorter periods no less than thirty-two regiment or parts of regiments in the town, while during the war of 1812 there were thirteen. After 1837, for at least thirty years, there were always two full regiments of the line in this garrison, and during this time, as before, the regiments

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stationed here were often among the most distinguished in the British service.⁵

In the spring of 1758, the brilliant young soldier, General Wolfe, visited Halifax. On the 23d of January of that year, being then lieutenant-colonel of the 20th, he had been commissioned brigadier-general in North America, with an expedition in view for the capture again of the fortress of Louisburg. On the 8th of May, 1758, he reached Halifax harbour in the *Princess Amelia*, and until the 28th of this month he remained here on his ship. When he stepped on shore from the ship on the 9th of May, writes Mr. Beccles Willson, he "had a pretty exact idea of the fort and settlement, which his friend and comrade in arms, Cornwallis, had founded nine years before. . . . It was perhaps in the officers' quarters in Hollis street, the site of which has been marked by an Historical Society tablet, that Wolfe sat down two days later and wrote a long letter to his friend Sackville. 'We found,' he writes, 'Amherst's Regiment in the harbour in fine order and healthy. Fraser's and Brigadier Lawrence's battalions were here and both in good condition.' Although he praised the Highlanders, Wolfe does not appear to have been impressed by the American Rangers. 'About 500 Rang-

⁵In the Year Book of St. Paul's Church, Halifax, for 1909, Ven. Archdeacon Armitage, Rector of the church, enumerates carefully the regiments that between 1750 and 1844 have probably worshipped at St. Paul's. The list, which we reproduce here, was supplied Dr. Armitage by Messrs. Harry Piers, Provincial Archivist and Curator of the Provincial Museum, and Mr. Arthur Fenerty of H. M. Customs at Halifax, both of whom have given close attention to the history of the garrison.

The regiments in garrison at Halifax in successive years are as follows: In 1750 one company of Hopson's 29th regiment, one company of Warbarton's 45th, part of the 40th, and sixty men of Gorham's New England Rangers. In 1752, Lascelles' 47th; in 1758 the Royal Provincial Rangers under Colonel Jarvis, the 2d and 3d battalions of the Royal American regiment, the 22d under Colonel Wilmot, the 28th, 45th, 47th under Colonel Monckton, the 2d Brigade, 15th, 35th, 40th and 63rd, under Colonel Murray; in 1768 the 90th and 64th; in 1771 the 35th; in 1773 the 65th under Colonel Hollingsdale; in 1774 the Loyal American Volunteer regiment under Colonel Kingslake; in 1776 the Royal Colonial regiment under Colonel Hilson; in 1777 the 10th regiment; in 1778 McLean's 82nd, the Cape regiment under Colonel Augustus Waldron, and the Royal Nova Scotia Volunteer regiment under Colonel Lushington, "probably the first Imperial Colonial regiment ever raised for active service"; in 1779 the Hessian regiment of Baron DeSeitz; in 1782 the 3d and 5th battalions of the 60th or Loyal American regiment of foot, the 7th, 17th, 22d, 23d, 33d, 37th, 38th, 40th, 42d, 43d, 54th, 57th, 63d, 64th, 74th, 82d, and 84th, and also detachments of the Royal British Recruits, the Royal Garrison Battalion, the Royal Fencible Americans, the Royal Nova Scotia Volunteers, the King's Orange regiment, the King's Rangers, the St. John's Volunteers, the Hessian Recruits, the Hesse-Hanoverian Grenadiers, the Hesse-Hanoverian Jagers, the Anhalt Zerbsters, the Waldeckers, and the Brunswickers; in 1784 the 10th, 17th, 33d, 27th, 42d, 57th, and 54th; in 1786 the 6th and 60th; in 1787 the 4th; in 1788 the King's Own, the 37th, and the 57th; in 1789 the 6th; in 1790 the 4th, the 20th, and the 21st; in 1794 the Royal Nova Scotia regiment, and the 1st battalion of the 7th under Colonel Burrows; in 1795 the 2d bat-

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ers are come, which to appearance are little better than *canaille*.'

. . . How did Wolfe spend the next fortnight of his sojourn in Halifax before the squadron sailed for Cape Breton? He certainly wrote a great many letters, and he passed a great deal of time in examining the condition and discipline of the troops. The state of things that met his eye was distressing enough to a man whose standards were as high as Wolfe's. He wrote Sackville that he found some of the regiments had three or four hundred men eaten up with scurvy. 'There is not an ounce of fresh beef or mutton contracted even for the sick and wounded, which besides the inhumanity is both impolitic and absurd. Mr. Boscawen, indeed, has taken the best precautions in his power by ordering 600 head of live cattle for the fleet and army the moment he arrived.' Then he goes on to say, 'The curious part of this barbarity is that the scoundrels of contractors can afford the fresh meat in many places and circumstances as cheap as salt. I think our stock for the siege full little, and none of the medicines for them arrived. No horses or oxen for the artillery, et cetera.' "

One of the incidents of this visit of the famous general was a dinner he gave at the Great Pontac, at the corner of Duke and Water streets, to a group of officers of the army and navy and certain

talion of the 7th; in 1707 the Royal Fusiliers under Col. Layard, the 4th, 6th (Irish Brigade Division), and 7th; in 1798 the 24th, 47th, and 66th under Colonel Urquhart and Lieutenant-Colonel Arthur Benson, the 4th battalion of the King's Royal Veteran regiment under Colonel Ashburnham, and the 99th under Colonel Addison; in 1800 the 26th Loyal Surrey Rangers under Colonel Edwards and Colonel Hollen; in 1801 the 7th, 26th Loyal Surrey Rangers, Royal Nova Scotia regiment under Lieutenant-Colonel Bayard, and Royal Newfoundland regiment under Lieutenant-Colonel Williams; in 1802 the Royal Newfoundland Fencibles, the 7th Royal Fusiliers under Colonel Layard, the 29th under Colonel Lord F. Montagu, the 60th and the 83d under Lieutenant-Colonel Smyth; in 1803 the Nova Scotia Fencibles under Colonel F. A. Weatherall; in 1805 the 60th and 97th; in 1807 the 101st; in 1804 the Glen Fencibles under Colonel Oates; in 1808 the 7th, 8th, and 23d; in 1810 the 2d battalion of the 8th and the 98th; in 1812-14 the 8th, 27th, 3d battalion of the 20th, 60th, 1st battalion of the 62d, the 7th Royal Fusiliers, 64th, 89th under Colonel Westfield, 98th under Colonel Bazalgette, 99th under Colonel Addison, 102d, 10th Royal Veteran Battalion under Colonel McLaughlin, and Royal Staff Corps; in 1816 the 15th and 60th under Colonel Bagnell; in 1818 the 62d and 1st Royal Garrison Battalion under Colonel John Ready; in 1819 the 7th, 24th, 26th, Royal Nova Scotia, Royal York Rangers, and Royal West Indian Rangers under Colonel Fortescue; in 1821 the 81st; in 1823 the 74th under Colonel Hiller; in 1824 the 96th; in 1825 the 1st battalion Rifle Brigade under Colonel Lord Lenox; in 1826 the 52d Oxfordshire Light Infantry, a famous Waterloo regiment, the 74th of Peninsular fame; in 1829 the 34th under Colonel Fox and Colonel Forrest, and the Royal Staff Corps; in 1830 the 8th; in 1832 the Rifle Brigade; in 1834 the 83d; in 1836 the 85th; in 1837 the 34th, and 65th; in 1838 the 65th; in 1839 the 23d Royal Welsh Fusiliers, and the 36th; in 1841 the 30th Reserve Battalion Rifle Brigade under Colonel Hallett, and the 76th; in 1842 the 30th, 64th, 68th and 2d battalion of the 76th; in 1844 the 2d battalion of the 2d Royal Regiment, and the 74th. To these must be added at all times the Royal Artillery and Royal Engineers.

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leading citizens, at some time during his stay. The entertainment was lavish, for a copy of the bill of fare of the dinner was preserved in Halifax up to a recent date, and the cost of the meal, according to a duplicate of the inn-keeper's receipt, amounted to seventy pounds. On the 30th of April, 1759, Wolfe arrived at Halifax again, from there going very soon to Louisburg, whence in June he sailed for Quebec. When he came first to Halifax he was major of brigade, when he came the second time he was major-general. He died at Quebec, as is well known, on the 13th of September, 1759.⁶

In 1878, the army staff in Halifax was as follows: The Commander of the forces, His Excellency General Sir William O'Grady Haley, K. C. B., colonel of the 47th foot; Assistant Military Secretary, Lieutenant-Colonel A. S. Quill, half pay R. C. Rifles; Aides-de-Camp, Captain R. H. O'Grady Haley and Brigade Major E. L. England, 13th Foot; Assistant Adjutant and Quartermaster General, Lieutenant-Colonel W. H. Kerr; Town Major, Captain R. Nagle, half-pay of late Canadian Rifles; Garrison Instructor, G. E. Milner, 18th Foot; Officer Commanding Royal Artillery, Colonel J. H. Elgee, R. A.; Officer Commanding Royal Engineers, Colonel J. W. Lovell, C. B., District Commissary-General; Assistant Commissary-General, J. W. Murray; Commissary-General (Ordnance), Assistant Commissary-General A. S. Beswick; Principal Medical Officer, Deputy Surgeon-General, G. A. F. Shelton, M. B.; Chaplains, Rev. R. Morrison, M. A., Presbyterian, Rev. A. J. Townend, B. A., Anglican, Rev. T. Moore, Roman Catholic.

At this time, the Royal Artillery on the station comprised the 3d, 5th and 6th Batteries; the Royal Engineers, the 9th Company. The Infantry regiments were, the 20th East Devonshire, now called the Lancashire Fusiliers, and the 97th (Earl of Ulster's Regiment). The first of these, the 20th, is one of the famous regiments of the British army. It was raised in the time of William of Orange, by Sir Robert Peyton, whose command of it, however, was brief. Sir

⁶Murdoch in his History of Nova Scotia (Vol. 2, p. 363) says: "Though Wolfe died young, he lived long in the affections of British Americans. I can well remember seeing his likeness (an engraving) in many of the quiet and happy homes of my native town of Halifax, which had been preserved among the penates of the colonial hearths for half a century. I can recall the engraving well: the cocked hat of antique pattern, the military garb, the bright young face, and the inscription 'General James Wolfe; ætatis 33.' I fancy this was the workmanship of a Mr. Hurd of Boston, brother of Jacob Hurd of Halifax, from whom Hurd's Lane derives the name."

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Robert was succeeded by Gustavus Hamilton, afterward Viscount Boyne, and under him the regiment fought at the Boyne. The regiment remained in Ireland until the outbreak of the war of the Spanish Succession in 1702, then it served in the Cadiz expedition, and at the capture of the Spanish treasure ship in Vigo Bay, after which it went to the West Indies, where it remained until 1705. After the disastrous battle of Almenza in 1707 it was sent to the Peninsula, where it was in active service until the peace, when it went to Gibraltar. There it did duty for many years, it being one of the regiments which defended the fortress against the Spaniards in the second of the three sieges during the British occupation, from December, 1727, until June, 1728. Later, it served under Lord Stair and Duke William of Cumberland in Flanders and in the North, fought at Dettingen, at Fonteroy, and at Culloden, and made the campaigns in Flanders, under Cumberland and Wade. After this it was at home for several years, and incidental notices of it will be found in the correspondence of General Wolfe, who on the 5th of January, 1749, was made its major, and in 1750 its lieutenant-colonel. In August, 1759, it won lasting fame on the historic field of Minden, in Germany. Tradition says that during this fray, in which it showed great bravery but met with severe losses, it was posted near a rose garden, and that its men plucked roses and decorated their hats with them. Ever since then, on the anniversaries of Minden, the men of the 20th have commemorated the battle by wearing roses in their caps.

At the outbreak of the Seven Years War, the 20th raised a second battalion, and this in 1758 became the 67th. Of this new regiment, on the 21st of April, 1758, General Wolfe was given the colonelcy. This regiment, also, like the old 20th, has a long record of distinguished service.

In the course of years a very considerable number of British military officers who have had distinguished careers in various parts of the world have either claimed Halifax as the place of their birth, or belonging to other parts of Nova Scotia, in later life have had close relations with the capital city. Two such were General Sir William Fenwick Williams, Baronet, K. C. B., who in British military annals bears an illustrious name. General Williams, as we have already seen, was born at Annapolis Royal, December 21,

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1799,⁷ his parents being Thomas Williams, Commissary and Ordnance Storekeeper at Annapolis Royal, and a leading man in the county of Annapolis in civil and military affairs, and Anna Maria (Walker) Williams, daughter of Lieutenant Thomas Walker of the 40th regiment, and barrack-master at Annapolis Royal. At an early age he was placed in the Royal Military Academy at Woolwich, and entering the army rose to his captaincy in 1840. In the war of the Crimea he earned for himself an undying name as the "hero of Kars;" one of the gallant defenders of this town during its four months siege by Moravieff, on the 29th of September, 1855, he gave the besiegers battle, and after a fierce conflict of eight hours duration, defeated a force much larger than his own on the heights above Kars. The town fell, however, and General Williams was taken prisoner, first to Moscow, then to St. Petersburg. Very soon afterward he was created a baronet, and in 1858 was made commander-in-chief of the forces in British North America. From October 12, 1860, until January 22, 1861, he was governor-in-chief of the British provinces in North America, and from the 18th of October, 1867, until the spring of 1873, was lieutenant-governor of his native province. For part of this time he resided at Halifax. He died, unmarried, in London, July 26, 1883, and was buried at Brompton. "Firm as a rock on duty," says one of his biographers, "he had the kindest, gentlest heart that ever beat."

⁷In the 9th chapter of this history, page 65, we have given the date of General Williams's birth, and one other fact concerning this illustrious man, incorrectly. He was born, so it is believed, on the date we have given here, December 21, 1799, and was entered at Woolwich, but not, as we previously said, through the influence of the Duke of Kent. He had an aunt married to Col. William Fenwick and his admission to Woolwich was secured by Col. Fenwick and his wife. The correct date of his birth and this fact concerning his admission to Woolwich have been brought out very distinctly in a monograph by Mr. Justice Savary, D. C. L., (printed in pamphlet form in 1911), entitled "Ancestry of General Sir William Fenwick Williams of Kars." In our sketch of General Williams as a governor of Nova Scotia we also unintentionally omitted to give his parents' names. In making these corrections in our sketch in the 9th chapter we are obliged to differ from the author of the sketch of General Williams in the "Dictionary of National Biography."

In making these corrections we also herewith state that in almost every instance in previous chapters where we have attributed statements to Mr. Justice Savary, D. C. L., we should have attributed them to what is commonly called the "Calnek-Savary" History of Annapolis County. This valuable book was written by a gentleman long since deceased, Mr. W. A. Calnek, though it was "edited and completed," as the title page tells us, by Mr. Justice Savary. The statement it contains, therefore, should as a rule be attributed not to its editor but to the original author. Mr. Justice Savary is the author of a "Supplement" to this History, published in 1913, and has done a great deal otherwise to stimulate interest in and increase knowledge of the history and traditions of Nova Scotia at large.



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The next most illustrious name in the list of military officers whom Nova Scotia has produced, is that of Sir John Eardley Wilmot Inglis, K. C. B., son of Bishop John and grandson of Bishop Charles Inglis. Sir John Inglis was born at Halifax, November 15, 1814, for a while studied at King's College, Windsor, entered the army as ensign in the 32d foot, August 2, 1833, and as brevet colonel was in command of this regiment at Lucknow at the outbreak of the Indian Mutiny in 1857. Succeeding Sir Henry Lawrence in full command as brigadier-general in July of the same year, he bravely and successfully defended the residency of Lucknow, and for this gallant defence became commonly known as "hero of Lucknow." In 1857 he was appointed major-general and was given the title of K. C. B. He married in 1851, Hon. Julia Selina Thesiger, second daughter of the first Lord Chelmsford, who with her three children was present in the Lucknow residency throughout the defence. Sir John died at Homburg, Germany, September 27, 1862, and was buried at Homburg. Lady Inglis, who in 1892 published an interesting book called "The Siege of Lucknow, a Diary," died in England in February, 1904.

Another native Haligonian who gained much distinction in the army was Lieutenant-General William Cochrane (William George Cochran), born at Halifax, April 19, 1790. General Cochrane was the third son and sixth child of Hon. Thomas Cochran, a merchant of Halifax, who came from the North of Ireland in 1761, with the first company brought to the province from Ireland by Alexander McNutt. Entering the army as ensign in 1805, he rose to be major-general in 1851, and lieutenant-general in 1856, his most important service being in the Peninsular War from 1808 to 1812. During the period he served in the Peninsula, he was present and took part with his regiment in many important engagements. On leaving the Peninsula he proceeded to Canada, where he was employed during almost two years of the war of 1812, as acting aide-de-camp to Lieutenant-General Sir George Prevost, governor general of the British provinces and commander-in-chief. As lieutenant-colonel he commanded for several years the 10th regiment of foot. In July, 1838, he retired on half pay, but he continued to fill important positions until his promotion to lieutenant-general in 1856, and indeed beyond that, until his death. He died in England, probably unmarried, September 4, 1857. General Cochrane was an uncle of Sir

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John Eardley Wilmot Inglis. He had a younger brother, Sir James Cochrane, Kt., who was chief-justice of Gibraltar, and a sister Isabella, married to the noted Dean Ramsay of Edinburgh, author of "Reminiscences of Scottish Life and Character."

A military officer born in Halifax, who attained great distinction, though in a different field of activity from that presented by war, was Major-General John Charles Beckwith. General Beckwith's father, Captain John Beckwith, of the 57th regiment, was a member of a noted English military family, and his mother was Mary Halliburton, daughter of Dr. John and Susannah (Brenton) Halliburton,⁸ after the War of the Revolution residents of Halifax, but previously belonging to Newport, Rhode Island. General Beckwith was born at Halifax, October 2, 1789, and in 1803 obtained an ensigncy in the 50th regiment. The next year, however, he exchanged into the 95th, of which his uncle Sydney Beckwith (General Sir Thomas Sydney Beckwith) was lieutenant-colonel. His career in the army ended at the battle of Waterloo, where at the age of only twenty-six he lost one of his legs. Compelled by this misfortune to seek other than military interests, before long he resolved to do something towards educating and generally helping the Waldenses in the valleys of Piedmont. The past history of these people and their great need so weighed upon him that he resolved to settle among them and spend his whole time in their service. This he did, and for thirty-five years, until his death in 1862, he was a devoted missionary among them of education and religion. "His two main aims were to educate the people and to arouse in them once more the old evangelical faith." To educate them he established no less than a hundred and twenty schools in the district where he had settled, all of which he continually personally inspected. In 1850 he married a Waldensian girl, Caroline Valle, and in all ways he identified himself with the Waldensian people. Throughout the Italian valleys the one-legged general was universally known and beloved, and when he died his funeral was attended by thousands of the peasants, whose lives he had made happier by his devoted work. The greatness of his services was recognized by King Charles Albert of Sardinia, who in 1848 made him a knight of the order of St.

⁸Married at Halifax, December 17, 1788. "Captain John Beckwith, 57th regiment, and Miss Polly Halliburton, eldest daughter of Hon. John Halliburton." See Murdoch's History of Nova Scotia, Vol. 3, p. 63.



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Maurice and St. Lazarus. He was promoted lieutenant-colonel and made C. B. soon after Waterloo, was promoted colonel in 1837, and was made major-general in 1846. He died at his home, LaTorre, on the 19th of July, 1862.

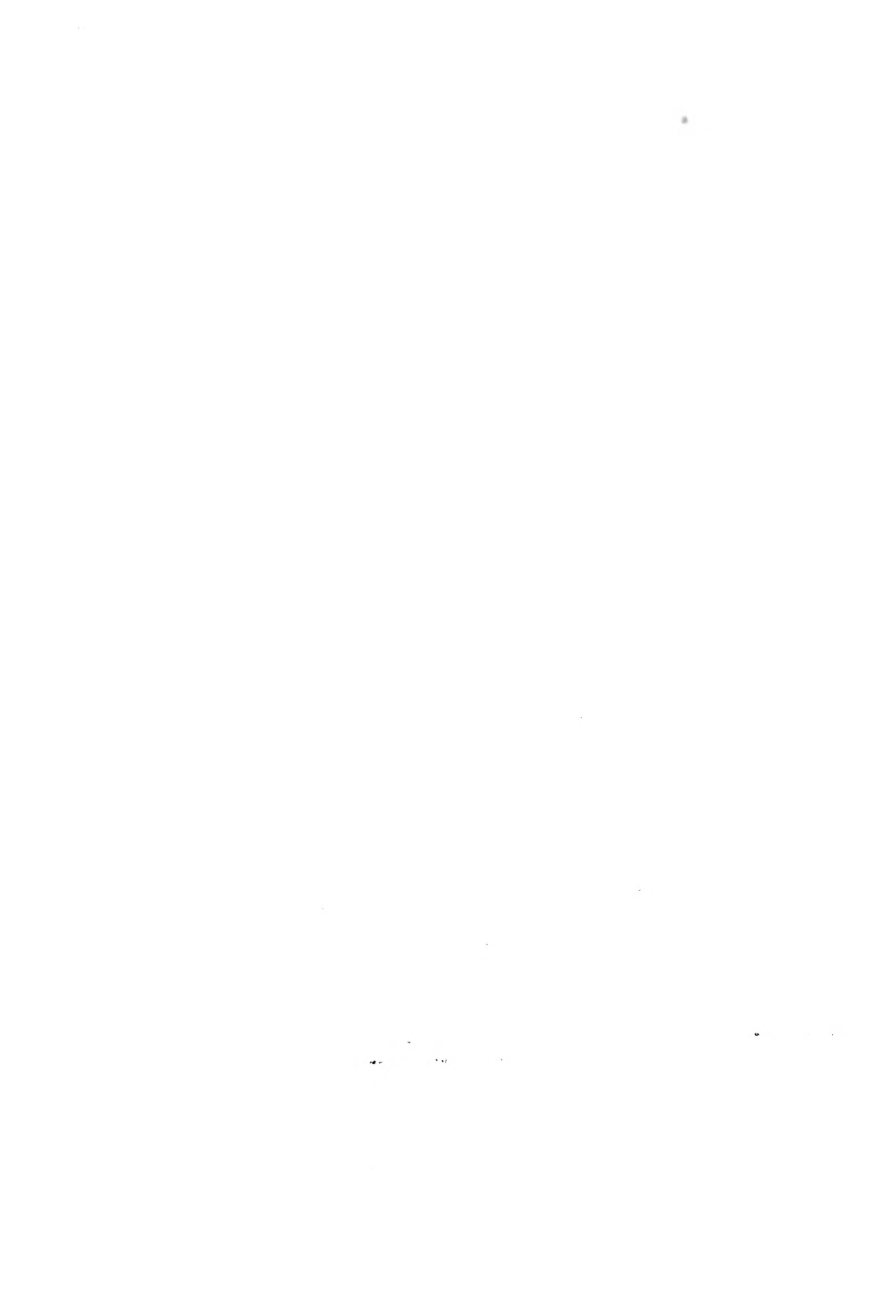
One of the most conspicuous monuments in Halifax is the arch, surmounted by a lion, which stands just within St. Paul's Cemetery, on Pleasant street, directly in front of the iron entrance gates. The monument was reared in memory of two native Haligonians who fell in the Crimean War, Captain William Parker and Major Augustus Welsford. It was erected by the citizens of Halifax in 1860, its dedication being on the 16th of July of that year. The dedication prayer was made by the Rev. John Scott, minister of St. Matthew's Presbyterian Church, who thanked God for the many mercies He had shown towards the British nation, more especially for the valour with which He had endowed its soldiers. A speech was made by the lieutenant-governor, Earl Mulgrave, "referring in terms of high eulogium to the valour of Parker and Welsford, native heroes, of whom Nova Scotia was justly proud," and incidentally praising the young naval lieutenant, Provo William Parry Wallis, who commanded the *Shannon* when she came into the port with her prize the *Chesapeake*, to the "peaceful but perilous" achievements of Admiral Sir Edward Belcher in Arctic seas, the gallant defence of Kars by General Sir Fenwick Williams, and the prowess of Sir John Inglis at Lucknow, all these fellow heroes with the men to whom the monument had been erected. After this came an oration, delivered by the Rev. Dr. George William Hill, rector of St. Paul's, who was followed in a shorter, martial speech by General Trollop, chief commander of the troops. The sculptor of the monument was Mr. George Laing, who, on the dais erected for the speakers, dressed in the uniform of the Chebucto Greys, as the orator complimented him on the noble work he had produced, "drew the drapery from the monument and revealed the lion on the top of the arch standing out in triumphant attitude against the clear blue sky." As a close for the exercises, a salute of thirteen guns was fired in slow time by the volunteer artillery. The monument is said to have cost two thousand five hundred pounds.

Captain William Parker, son of Captain William Parker of the 64th regiment, an Englishman who had retired from the army in Halifax and settled at Lawrencetown on the eastern side of the har-

bour on half pay, was born at Lawrencetown, near Halifax, about 1820, and was first educated at Horton Academy, in the county of King's. In 1839, his mother, who was originally Susan Green, of Halifax, and was then a widow, obtained an ensign's commission for him in the regiment in which his father had served. In February, 1843, he became a lieutenant and exchanged to the 78th Highlanders, and thereafter for twelve years he served in India. In January, 1855, he was promoted captain of the 77th, and on the 8th of September of the same year at the final attack on the Redan in the Crimean campaign he died bravely, in the thirty-fifth year of his age.*

Major Augustus Welsford, whose memory is honoured with that of Captain Parker in the Halifax monument, was a son of Lieutenant-Colonel Welsford of the 101st regiment, and was born at Halifax, but in what year we do not know. His early education was obtained at King's College, Windsor, Nova Scotia, after leaving which he obtained an ensigncy in the 97th regiment. With this regiment he saw service in various parts of the world, in the latter part of 1854 being stationed in Greece. "When Colonel Lockyer was made a brigadier," says one of his biographers, "he was for some time in command of the regiment, serving thus during the last memorable battle before Sebastopol. In this engagement he repulsed a serious sortie of the Russians with two hundred of his men, and for his bravery was mentioned by Lord Raglan in official dispatches." Major Welsford, also, was killed at the storming of the Redan on the 8th of September, 1855. Although a thorough soldier, he was a truly kind-hearted man. His fellow soldiers loved and revered him; "It was a bitter hour for us all," once wrote a sergeant who had served under him, "when the poor major's body was brought back to us; had he lived he would have been crowned with laurel. Let us hope he has won a brighter crown now."

*See Mrs. Lawson's "History of Dartmouth, Preston and Lawrencetown," pp. 251, 252. The Green family to which Captain Parker's mother belonged was one of the best known Boston families in Halifax.



The Lottery in American History

BY HOWARD O. ROGERS, PORTLAND, OREGON.



MAN is naturally a gambler. Of all human characteristics, the sporting instinct—the temptation to play the game of chance in the hope of winning much at the risk of little—is one of the strongest and most universal. We find abundant recognition of this human weakness and want of self-control to avoid the evil effects of its indulgence, in the vast amount of present-day paternalistic legislation prohibiting gambling in every form. Man's inability to resist his own natural cupidity, and the fascination involved in the thrills of hope produced by the chance-element, has made it necessary for his government to step in and protect him against himself.

But prior to the awakening of public conscience in comparatively modern times, this natural gaming instinct was not only allowed to be played upon for the profit of individuals, but was exploited by government agencies and thus made to pay public revenue. In the fiscal history of nations this human passion has played an important part.

The instrumentality employed so largely to work this rich mine of gambling propensity was the lottery. The modern law-abiding American citizen knows little of the lottery except as a gambling vice long since banned by the law, and now universally accepted as a social evil wisely suppressed. But it was not ever thus.

For many centuries this device was not only tolerated by public opinion, but legalized, encouraged and employed by the state itself. Lotteries prevailed in the old Roman times, and the emperors of that day followed the plan on a magnificent scale. This custom later descended to festivals given by the feudal and merchant princes of Europe, especially of Italy. It formed a prominent feature of the splendid court hospitality of Louis XIV in France. One of the first French lottery charters was granted in the early part of the fifteenth century, and was employed as a revenue measure to raise funds with

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which to erect a stone bridge between the Louvre and the Faubourg St. Germain.

The people responded so readily that this scheme was hit upon as an easy method of raising money for public improvements. The institution became popular in France and gradually assumed an important place in government finance. The employment of the plan by the state and its legal subdivisions was analogous to our present-day scheme of selling bonds for raising funds with which to finance paving, bridge, public building, and other municipal projects. There were also numberless lotteries for the benefit of churches and other religious and charitable institutions; for it became evident that vast numbers of people who could not be induced to contribute to charity for charity's sake would eagerly subscribe for lottery tickets in the hope of personal gain.

During the reign of the profligate Louis XIV the French people, weary of the prodigious waste of public money and enormous taxes, rose in revolt and refused to pay the numerous and constantly increasing levies. But natural cupidity was too strong for them to resist the tempting lottery.

The common financial basis for these French lotteries was 5-24ths for expenses and benefits, and 19-24ths returned to the subscribing-public in the form of prizes. Calculation of chances became a familiar science and fascinating pastime upon the part of the speculating public in those days. The various schemes were given wide publicity; the purchase of chances became a habit among citizens of high and low degree, and the drawing days were anticipated with feverish interest.

In 1776 the French government suppressed all private lotteries and created for itself a monopoly of the business by merging all the great lotteries into the Lotterie Royale. However, in 1836 this government lottery was abolished as a matter of public policy, but lotteries were still allowed for charities and the fine arts. It is a matter of historical interest that 12,000,000 lottery tickets were sold in Paris to raise funds with which to pay prize exhibitors and expenses of workingmen visitors at the great International Exposition held in that city.

The lottery mania prevailed not only in France but also in every other European country. They still figure in the state budgets of



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some of the Continental nations and in the Latin Republics of Central and South America. England, too, played the lottery game to the limit; every conceivable opportunity was utilized to employ this gambling scheme for the benefit of religious, charitable and government projects—churches, orphans' homes, museums, schools, river and harbor improvements, colonization schemes, etc.

It is curious to find the early defense of the American Colonies against foreign invasion helped on by the aid of the lottery. In 1748 the leading citizens of Philadelphia—Benjamin Franklin, Edward Shippen and others—overcame the Quaker policy of non-resistance and organized a lottery to raise £3000 needed for erecting a battery on the Delaware. There were 2842 prizes held out to subscribers, and 7158 blanks. Tickets were sold at forty shillings, and the Common Council took two thousand tickets to aid the cause of military defense. The scheme was successful in raising the necessary funds, and a fine battery of cannon was soon planted below the city.

In 1759 Franklin's "Pennsylvania Gazette" advertised a plan of a lottery to raise 1200 "pieces of eight" to finish an English church in the city of New Brunswick. The advertisement avers that this drawing "is solely for the promotion of honor and religion, and is in imitation of many of their pious neighbors in this and adjacent provinces." Lotteries became so popular in Pennsylvania that the whole community speculated in tickets, and the objects for which the numerous schemes were organized were extremely various, namely: schools, street paving, bridges, light-houses, for a company of rangers, and the like. The first paving ever done in Philadelphia was from the proceeds of a lottery.

Strange as it may seem in modern eyes, the larger number of lotteries at this period were for ecclesiastical objects, such as the following: £1350 for St. James Church in Lancaster; £500 to enlarge Trinity College at Oxford; £450 for the Presbyterian Church at Middleton; 3000 pieces of eight to finish the Episcopal Church on Third street; £3000 for a new Presbyterian Church in Baltimore, and a like sum to finish the steeple of the Second Presbyterian Church. The extreme popularity of lottery gambling during its heyday is evidenced by the fact that during one year in Philadelphia alone, ticket sales amounted to the huge sum of \$1,500,000; however, a large part of these sales were of foreign lottery tickets for the benefit of internal improvements in Delaware, Maryland and Virginia—this was of

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course an absolute loss to the people of Philadelphia—tax for the benefit of improvements in other states.

At the beginning of the eighteenth century, lotteries were everywhere regarded as a ready and not improper means of raising funds for colleges, academies, churches and other public institutions.

In 1776 the Continental Congress authorized a state lottery to raise money for the army in the field. The scheme was this: 100,000 tickets were offered, the drawing to be supervised by seven leading citizens of Philadelphia. There were to be a half a million dollars in prizes, ranging from \$50,000 down to \$20; prizes over \$50 to be payable in treasury bank-notes redeemable in five years, the hope being to realize the whole amount in ready money.

In 1772, Harvard College, its funds running low, received special permission for a lottery scheme to erect Stoughton Hall, which privilege was renewed in 1774. This lottery prolonged its drawings for ten years, producing \$18,400 net. The College invested \$2000 in tickets, and itself drew the \$10,000 prize. In 1806 another lottery grant to Harvard produced \$29,000 to aid in building Halworthy Hall. Yale, Dartmouth, Williams and many other famous old eastern colleges were also the beneficiaries of the lottery.

Among public buildings in America erected by the aid of the lottery, Faneuil Hall in Boston possesses most historical interest. This edifice was burned in 1761, during a time of much financial depression. The Massachusetts Legislature granted permission for a lottery to raise money for its rebuilding. The second Faneuil Hall is the famous old building which housed so many of the important town meetings of the Revolution.

The foundation of the City of Washington as the National Capital was associated with the lottery. In 1793, public building funds running low, the District of Columbia Commissioners organized a lottery to raise \$350,000 for the improvement of the Federal City. The tickets were \$7 each; 50,000 tickets were provided for, 16,737 prize tickets and 32,263 blanks. The principal prize was "one superb hotel with baths, outhouses, etc., to cost \$50,000;" cash prizes ran from \$25,000 down to \$10. The President fully approved the scheme.

One of the early foreign loans, authorized by Congress soon after the Revolutionary War, was associated with the lottery principle: In 1784 John Adams, then the minister to Holland, negotiated with an Amsterdam bank a loan of two million guilders at four per cent



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interest, agreeing to distribute among subscribers, by lot, in subsequent years, obligations of the United States for 690,000 guilders as a bonus or premium on the loan. The obligations bore interest at four per cent, but were payable at the option of the United States within six months after their date. Bonuses, interest and bankers' commissions carried the amount which the United States agreed to pay for the immediate accommodation of 2,000,000 guilders, up to 2,891,000 guilders.

Mr. Adams was fearful that this enormous usury would reflect upon himself, but wrote Dr. Franklin that he despaired of obtaining the money on any better terms—the credit of the new nation being low, and the loan market very stringent. However, by ciphering out the terms of payment, it appeared that if the government cashed the obligations distributed by lot within six months after the drawing—as was done—the four per cent, added to bonuses and premiums, amounted to only $6\frac{3}{4}$ per cent annual interest.

In 1826 the Virginia Legislature authorized a lottery for the benefit of Thomas Jefferson. That illustrious statesman, returning home from his high executive office in 1809 to the long-neglected estate at Monticello, struggled for years with adverse fortune—failing crops, wasteful slave-labor, low prices, depreciated currency, expensive hospitality and a constantly increasing debt and interest account. He was an ingrained optimist, believing always in better times; and, while careful and scrupulous in his accounts, his big, generous nature led him to bestow many charities which his straitened income could not afford. More than any other man in America, he was frequented in his retirement by a throng of friends and admirers who found bed and board at "Hotel Jefferson." The great man was literally eaten out of house and home. The guests consumed more than Monticello produced. Not even the careful management of his grandson Randolph could retrieve his fast-waning fortune.

At last, Jefferson, in his eighty-third year, "an old man, broken with the storms of state," turned to the device of selling his lands by lottery—as lands were often disposed of in those days. Richmond granted permission. But before the lottery was organized or the lands appraised, the public became so excited over the unfortunate affairs of their venerable statesman that it was resolved to save his estate from alienation; a widespread and deep sympathy



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prompted voluntary contributions to the amount of \$18,000. But the aged man was involved for more than \$80,000, and, although these contributions served to cheer him in his declining years, they hindered rather than aided him; for these offerings so delayed the lottery that he died before it could be executed. Had the lottery tickets been sold promptly while public sympathy was fresh, it would probably have been a success. As a result the whole scheme fell through, and Monticello was closed out at forced sale. Surely, the most pure-minded anti-gambling crusader of later years must have justified this particular lottery scheme, in view of the splendid old man whom it was intended to benefit.

Among other great men of early American history, George Washington was a frequent patron of public and charitable lotteries, as is shown by his personal diary preserved in records of the State Department.

The poor, especially the servant-class, were to a wide extent the patrons of lotteries. Handbills were sown broadcast; street placards in flaming, gigantic figures appealed to the imagination of the credulous; and the emissaries of these schemes importuned the passer-by on the streets. Newspaper advertising was employed, and the announcements were made as attractive and alluring as possible.

In many of the advertisements and placards a representation of Fortune, blindfolded and balancing herself on a wheel, caught the eye of the reader. One hand of the Goddess held a cornucopia from which a stream of coins was pouring into the hands of an improvident young person who was reduced to a single article of clothing; in the other hand, the fickle dame brandished a scroll labeled \$10,000.

Another familiar representation was the picture of a poor bedraggled fisherman in a boat; beneath him in the water were numerous huge fishes bearing the figures to indicate the big money-prizes, and one of the largest fish was about to take the poor fellow's hook and thus make him rich for the rest of his days.

One of the features of the early press was the extraordinary number and variety of lottery schemes advertised. In New York during the period of 1790-91 we find the lists of drawings and prizes filling a half a column of fine print.

Ticket sales were handled by brokers or "agents" who vied with

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each other in puffing the advantages of their particular schemes; their offices were all "lucky offices."

The following quaint and tempting announcements will illustrate the appeal carried in the lottery advertisements of the time:

One issue of the "Salem Observer" in 1825 carried this advertise-

A SPEEDY CURE FOR BROKEN FORTUNE! To all those who bitterly complain of the great dearth of the "root of all evil" and want of confidence in these speculating times and who tremblingly anticipate a long and doubtful conflict in money operations the coming season, the following beautiful and brilliant schemes offer the means of sure and immediate relief. The Grand State Lottery, Fourth Class Extra, with a capital prize of \$10,000, a prize of \$5000 and 5 prizes of \$1000 will draw **THIS DAY**. Tickets \$3.

For prizes in above lottery, apply to

E. H. PAYSON,
at Dana & Fenno's Office, Central St.

In another newspaper of the period appeared the following choice suggestion:

If you are a man struggling to get through the world or surrounded by crosses, **OR IF YOU WISH TO LAY BY A FORTUNE FOR YOUR CHILDREN**, go to Bish or his agents, who may make you independent and above the frowns of the world. Tickets for sale at Bish's, etc.

Here is another suave invitation—very enticing:

Dame Fortune presents her Respects to the Public and assures them that she has fixed her Residence for the Present at Corbett's State Lottery Office, near the Dustan St. Church, and to enable more families to partake of her Favors, she has ordered not only the tickets to be sold at the Lowest Prices but also to be divided into shares at the following prices, etc.

In the "Boston Palladium" of June 9, 1807, is a typical advertisement:

20,000!! 5000!! 1000!! Dollars. Who is there who would not give 6 dollars 75 cents for one of the above sums, or 1 dollar 75 cents for a quarter of one of them? Chances to gain one of them are now selling at above prices at Kidder & Co.'s Lottery, No. 9 Market Square. . . . Adventurers will do well to call!!!

The following is a shrewd appeal to piety and civic duty, in behalf

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of Lancaster Academy, at Lancaster, Massachusetts. After a statement of the plan appears this explanation:

As the design of this lottery is for promoting Piety and Virtue and such liberal sciences as may qualify the young to become useful members of society, the Manager wishes for and expects the aid of the gentlemen Trustees of the academy, The Reverend Clergy and all persons who have a taste for encouraging the seminary at Lancaster.

The above are illustrative of the appeal—doubly strong because combining cupidity, charity and civic righteousness—that supported and made possible the lottery scheme for so long.

The now generally recognized evils of the lottery were slow in making themselves felt in many parts of the country. The fact that all or nearly all of the early lotteries were for public benefits, served to quiet the conscience of the scrupulous. The lottery for private gain was mainly of much later date in this country. The lottery for government expenses, ecclesiastical purposes, educational endowments, public improvements and charities, was the earliest and survived the longest—with a few notable exceptions.

Gradually, however, it developed abuses so flagrant as to arouse public reprobation and to open the eyes of all. The investor always stood to lose, and the management to gain. But it was not the loss of the investment, so much as the effect upon the mind and habits of the patron, that constituted the real evil. The plain results of indulgence in this tempting species of gambling were seen in thousands of cases. Unreal expectations, visionary hopes, disdain for the slow gains of useful labor, consuming anxiety, improvident habits, debt, speculation, concealment, bankruptcy, suicide—such were the oft-repeated experiences of the victims of the lottery habit.

The poorer classes, as is always the case when speculative schemes are launched anywhere, were the greatest sufferers. The deprivation, want and misery, entailed upon families by this course, can not be measured. In 1830 a New York City grand jury reported that at the time fifty-two lottery drawings a year took place in that city alone, with ostensible prizes of \$9,270,000. The amount of the people's money sunk in these schemes must have been enormous. This grand jury pronounced the effect of the lottery on morals as "perni-

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cious, creating a spirit of gambling which is productive of vicious habits, idleness and ruin of credit and character."

Gradually the evils of the lottery began to impress themselves upon the public mind; the resulting general disapproval rapidly crystallized into prohibitory statutes with fines and forfeitures; then into criminal laws punishable by imprisonment; and finally into constitutional prohibition in most of the then States. The period of 1830-35 saw the lottery banned by law in practically every State in the Union.

While there can be no question as to the soundness of the modern attitude towards the lottery, nevertheless this device did play a large and important part in the early government finance of this nation; and no one can gainsay the real benefits it produced in the cause of charity, education and improved government facilities, at that time. While it is true that the practices of our ancestors in this connection do not square with our own so-called enlightened idea of good morals and public policy, yet it is only fair to remind ourselves that the men of that day did not indulge in the practices of stock-watering, market-speculation and the other "high finance" jobbery that we of today tolerate on every hand.

It would hardly do to conclude an article on lotteries in this country without briefly going into the history and activities of one of the largest, most powerful and most notorious private financial institutions of its time—the Louisiana State Lottery. Many readers will remember something of this legally-chartered gambling octopus, and what it was during the days before its banishment; how it practically owned the State of Louisiana; how, for years, it controlled the legislatures, governors and other State officials of the great commonwealth which created it; how it silenced the voice of the pulpit by lavish gifts of money to charities and hospitals; how it quieted the press of the nation by huge sums devoted to newspaper advertising; how this great gambling institution flourished and grew fat for almost a quarter of a century, yearly taking millions of dollars from patrons in every corner of the Union. The story of this Company is an interesting feature of our country's political and financial history. Here it is:

The State of Louisiana was the last refuge of the lottery as a legalized system. The State Constitutions of 1845 and 1857 prohibited

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lotteries; but early in the post-war period, when the carpet-baggers from the North and their newly enfranchised negro constituents were running the State, a new Constitution was enacted. The State's finances were in a deplorable condition. Delegates to the convention, yielding to a general desire to open the door for revenue to the impoverished treasuries of the State and city of New Orleans, declared, in the constitution then enacted: "The Legislature shall have power to license the selling of lottery tickets and the keeping of gambling houses, lottery licenses not to be less than \$10,000 a year."

Under this grant, the formidable and lucrative corporation, the Louisiana State Lottery Company, was chartered on August 11, 1869; and it was declared unlawful to sell any other lottery tickets because "many millions of dollars have been withdrawn from and lost to this State by the sale of Havana, Kentucky, Madrid, and other lottery tickets, thereby impoverishing our people."

This extensive monopoly, through prohibition of lotteries in other States, inured to the enormous benefit of the Company. Shrewdly managed, it drew to its support very influential backing, circulated its attractive advertising broadcast throughout the country, established agents to operate openly where they could and secretly where they could not; and, after getting firmly established, became the source of unknown wealth to its managers.

In return for this valuable privilege to exploit the gambling instinct of a State and Nation, the Company paid the paltry sum of \$40,000 a year to the State of Louisiana. One clause of the charter exempted the Company from State and municipal taxation. Its capital stock was originally \$1,000,000. In a short time its wealth enabled it to build up a powerful political machine; it drew to itself the support of the banks and influential men of the State.

After enjoying about ten years of this lucrative favor, the State Legislature passed an act repealing the grant, and prohibiting it from drawing or selling lottery tickets after March 31, 1879. Here was a dilemma. But the Company was easily equal to the emergency. A constitutional convention was about to meet to revise the supreme law of the State. The Company saw its opportunity and went to work on the delegates, with the natural result that when that body met a clear majority of its members were converted to the advantages of a lottery system. Into the new constitution there was in-

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serted a clause empowering the Legislature to grant lottery charters at \$40,000 a year for the benefit of the Charity Hospital of New Orleans, and it specifically recognized the Louisiana State Lottery's grant as a binding contract upon the State for the period named—twenty-five years from the date of its issue in 1869. But the exclusive feature of the Company's franchise was abrogated, and after the expiration of this grant no further lottery licenses were to be issued.

And so the Company went gaily on its way again. It was at this time that John A. Morris, of New York, came into active control of the Company; and thereafter his shrewd, aggressive management guided the destinies of the corporation into more extended and profitable fields. The business was organized in a farsighted way, taking every precaution to fortify itself against law and popular prejudice. Generals Early and Beauregard, two famous and much-trusted Confederate war veterans, were retained to superintend the drawings and lend their names to the scheme as a guaranty of fairness and respectability. Each lottery ticket, on its back, bore their joint signed voucher that each drawing would be attended and supervised by them and that the same would be conducted in absolute fairness.

The corporation advertised extensively in all the leading newspapers in the United States, paying several times the ordinary rate. It even established newspapers of its own. In every great city of the country it retained the ablest lawyers to avert every possible form of danger. Morris controlled the State of Louisiana. Money was spent lavishly on popular charities, public enterprises and gifts. His money even found its way into churches and other religious organizations. Vast sugar-works were financed by the lottery owners to create the impression that they were substantial business men anxious to foster the State's chief industry.

In 1877, when Louisiana was struggling to throw off the last of the carpet-baggers, the Company saw its chance to curry public favor, and put up the money to help oust the carpet-bag Governor Packard. In 1879, when the Company's charter was up for renewal, public sentiment was naturally more than cordial to this apparently public-spirited organization. The low-lying river counties of the State were always having trouble with their levees erected to protect the



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lowlands from inundation during times of high water. When the question of rechartering again came up in 1890, the Lottery Company spent \$150,000 in repairing levee leaks; it also sent generous relief to the overflowed sections that year. This "public spirit" was of course to influence the people, and through them their representatives in the Legislature, to support the rechartering of the Company. The following year, when there was no election, the people asked the corporation for relief upon a similar occasion, but no help came.

It was through such insidious influences as the above that made the Company so strong in the State—so difficult for its antagonists to get anywhere with their propaganda against it. Then, too, it had the negro support almost to a man; it had the big New Orleans banks and their far-reaching influence; it had the support of all the corrupt politicians whom it retained on its pay-roll. Its inexhaustible treasury was used to buy support on every hand, or to destroy those who were not purchasable.

The practice of the Company was to hold monthly drawings, for which tickets were sold all over the country. Of these monthly drawings ten were "ordinary," and two each year were "grand extraordinary." Tickets for the ordinary drawings were sold at two dollars each, and one hundred thousand chances were sold each month, the prizes running from \$100 up to hundreds of thousands, the capital prize. For the "Grand Extraordinary Drawings," held twice a year, chances sold for \$10 each, and the prizes were doubled. Tickets were sold in fractional parts, the purchasers of which pro-rated in the prize.

But a small part of the Company's regular monthly business came from the city of New Orleans; local sales were variously estimated at from 7 to 18 per cent of the total. The balance came through the mails from all over the country. An idea of the immense volume of this mail may be gained from the fact that about one-third of all the mail received at the New Orleans post office was lottery mail, averaging from \$20,000 to \$30,000 in daily remittances.

Of course the public never knew how much the Company's net profits amounted to; but it was said that the Lottery netted from \$5,000,000 to \$13,000,000 yearly during its heyday. Half of the net profits, after deducting enormous expenses including princely salaries of high officers, donations to charities, advertising, and cost of



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maintainning the friendliness of the press, political retainers, etc.,—half of the net profits went to the trustees, and the other half to the stockholders as dividends. Common stock of the Lottery was quoted regularly on the New Orleans Exchange. In 1889 the stockholders received \$3,400,000 in dividends, which must have been only one-half of the Lottery's net profits. In 1887 stock earned 110 per cent; in 1888, 120 per cent; in 1889, 170 per cent; and in 1890, 125 per cent.

The monthly drawings were held with great pomp and circumstance in the Charles Theatre at New Orleans, on the second Tuesday in each month. These drawings were big and well-attended attractions in the city's social life. Two wheels were placed on the stage; the large one was about six feet in diameter, with glass sides, and a rim two feet wide in which there was a trap-door a foot square. The monthly one hundred thousand tickets were slipped into small rubber or gutta percha tubes, one inch long by one and a quarter in width. The other wheel, much smaller, contained the slips representing the face value of the prizes.

The dignified and venerable Generals Beauregard and Early presided, for which small service once a month they were reputed to have received \$10,000 a year each. When all was ready the wheels were revolved until the little tubes were thoroughly mixed. Beauregard had charge of the big wheel and Early the small one. Then some person blindfolded, usually a small boy, reached into each wheel and drew out one ticket from the big wheel, and one prize from the small one; the two were then placed together and announced to the spectators, eagerly waiting to hear the result.

In addition to the monthly drawings, there were daily drawings in the city of New Orleans. All over the city were small policy shops run by agents of the Company, where tickets might be purchased at a price as low as twenty-five cents and as high as \$500. Each day at four o'clock these drawings took place. According to New Orleans police reports, there were one hundred and eight policy shops in October, 1891. The average daily receipts for each was \$60. It was estimated that the profits of the city shops were enough to pay the entire operating expense of the Company. These shops were open one hundred and thirteen days a year.

Under the terms of its charter the Company's grant would expire on January 1, 1894. It was the general understanding that the Leg-

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islature would be asked to renew this charter, and on this subject considerable difference of opinion prevailed. Throughout the nation there was a growing sentiment against this great corporation, and its arrogant, law-defying practices; for the sale of lottery tickets was illegal almost everywhere. It was frequently characterized as "The National Disgrace," "The Modern Slavery"; and Louisiana was spoken of as "A Blot on the Map of the Country." Reflecting this sentiment, there was a large and growing class of citizens within the State who were radically opposed to any legislation in favor of the Lottery, believing that the State, by supporting the thing, had already incurred enough odium on the part of the rest of the world. On the other hand, there was a class who thought that the only escape from financial difficulties and the burdens then besetting the State was by accepting the revenue the Lottery would pay.

Early in the year, preceding the legislative session of 1890, the anti-lottery people, knowing the great influence wielded by the Company, began a persistent and vigorous campaign against it. Anti-lottery societies were formed, many public meetings held, and a systematic canvass made. John A. Morris, in behalf of his Company, then issued a circular letter offering the State \$500,000 for a 25-year renewal; later he increased the offer to \$1,000,000. A few days later, Governor Nicholls, in his message to the Legislature, came out boldly against the Company and announced that he would veto any legislation recognizing it.

However, Morris went to the Legislature with a large and influential lobby, and, in spite of all the antis could do to stop him, induced that public body to pass a resolution submitting to a popular vote of the people a constitutional amendment authorizing this company to operate a lottery for a period of twenty-five years at \$1,250,000 a year, to be used in support of levee work, the public schools, pensions for Confederate soldiers, charities, and a drainage system in New Orleans. This offer on the part of Morris shows how valuable the privilege was to him and his Company—a favor for which he had been paying a trifling \$40,000. Moreover, the tempting nature of the offer and the manner in which the money was to be spent on public projects, made it doubtful whether the antis could muster the votes to reject it.

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But the Governor made good his threat, and promptly vetoed the proposition. The Company thereupon went back to the Legislature and asked it to pass the proposition over the executive veto. The House accommodated him by a two-thirds vote and a few votes to spare. But Morris could not quite muster the necessary two-thirds in the Senate. So he then turned loose his legal department, went into the courts, and mandamusd the Secretary of State to advertise the proposed amendment, taking the technical stand that, inasmuch as the constitution made no reference to any executive veto in that part regulating the method of amendment, the governor's action was nugatory. The lower court held against him, but Morris went up to the Supreme Court and got the lower court reversed. The Secretary of State was ordered to proceed with the advertisement and submission of the proposed amendment. The Company had once more demonstrated its power to defy the reformers in the State of Louisiana.

But in the meantime "Uncle Sam" had taken a hand in the game: Postmaster General Wanamaker had issued an order denying the Lottery the use of the mails. This was a death-blow to Morris and his gang—unless the order could be nullified in the courts. So the Company's attorneys again got busy and hastened before the United States Supreme Court to challenge the Post Office Department's constitutional right to spoil their game. But this tribunal could see nothing unconstitutional about the order, and so held; so the jig was up—almost. One of the big New Orleans banks very kindly consented to receive the Lottery's mail, and this was done for a while. Furthermore this subterfuge was entirely legal, so the courts said in a subsequent action to stop it. Also the express companies came to the rescue for a time. But subsequent federal legislation closed up these loopholes; and the greatest legalized gambling institution in the history of the world was at last and forever banished from the United States.



Goodwin and Allied Families

Goodwin Arms—Or two lions passant guardant sable on a canton of the last three bezants.

Crest—A demi-lion rampant guardian sable holding in the paws a bezant.



THE name of Goodwin was derived from the ancient personal name Godwin, meaning good friend, common in Northern Europe and in England as early as the fifth century. Its use as a surname dates from the adoption of surnames in England. A Robert Goodwin lived in Norwich in 1238. Ozias Goodwin was the immigrant ancestor, and was born in England in 1596. Elder William Goodwin, his brother, and he came to this country about the same time, both settling in Hartford, Connecticut.

I. Anson Goodwin, sixth in descent from Ozias Goodwin, was born in Ashfield, Massachusetts, August 20, 1781, and died there December 23, 1871. His interest was towards the medical profession. He made surgeons' splints and manufactured essences and extracts, which he sold in the surrounding territory. He married, in 1803, Temperance Rogers, born October 9, 1780, died January 11, 1868. Their children were eleven in number.

II. George Clinton Goodwin, third child of Anson and Temperance (Rogers) Goodwin, was born at Ashfield, October 13, 1807, and died at Charlestown, Massachusetts, May 12, 1869. He became associated with his father in the manufacture of extracts and compounds, at the old homestead. From there he removed first to Lowell, where he continued the business, and about 1839 he established the firm of George C. Goodwin & Company, on Union street, Boston. Later he moved to Marshall street, and thence to Hanover street into still larger quarters. The firm became well and favorably known, and grew into one of the largest wholesale drug concerns in the United States.

Mr. Goodwin was a prominent and generous member and supporter of the First Baptist Church of Charlestown. He was superintendent of its Sunday school for many years, and also of the Baptist Sunday school at Lexington, where he resided for a time. He was a man of unusual intellectual attainments, combined with good judgment, ability and business sagacity. His good penmanship and gift of expression were often mentioned by his friends and business associates.

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He married (first) April 2, 1833, Jane Pearson, of Haverhill, Massachusetts, born December 10, 1811, died October 13, 1855, at Lexington. They had seven children. He married (second) July 15, 1857, Harriet Elizabeth Bradbury, principal of Charlestown Female Seminary at that time. She was born March 16, 1827, at Chesterville, Maine, daughter of Benjamin B. and Elizabeth Lowell Bradbury. She died in Boston, June 1, 1893.

III. Charles Clinton Goodwin, son of George Clinton Goodwin, was born at Methuen, Massachusetts, February 1, 1839. When very young his father moved to Charlestown and afterwards to Lexington, in both of which places he received his education, graduating from the Lexington High School, and entering his father's employ at the age of eighteen years. He inherited many of his father's fine qualities, and applied himself closely to the task of learning the business in every detail. He began as errand boy and worked upwards in the various departments until he was admitted to partnership, becoming the head of the firm when his father died, May 12, 1869. Under his leadership and management the firm grew to large proportions. In January, 1900, the business was incorporated, at the time of consolidation with Cutler Brothers and West & Jenny, two other prominent drug manufacturing concerns of Boston, under the name of the Eastern Drug Company. Mr. Goodwin became the president of this company, with Mr. Charles Cutler as vice-president, who at Mr. Goodwin's death succeeded him as the head of the company.

Mr. Goodwin was prominently identified with a number of important interests. He was vice-president of the National Druggists Association. In 1871 he was made a Mason in the Simon W. Robinson Lodge of Lexington, and was its treasurer for many years. He was afterwards a member of Hiram Lodge. He was exalted in Menotomy Chapter, Royal Arch Masons, at Arlington, March 30, 1866. He was a member of the DeMolay Commandery, Knights Templar, of Boston, and in 1869 he joined the Ancient and Honorable Artillery Company of Boston. He was a member of the Lexington Historical Society, and was a Republican in politics. Mr. Goodwin married, October 15, 1862, Alice Dodge Phelps, born October 18, 1838, daughter of William Dane and Lusanna Tucker Bryant Phelps, of Lexington. Children: 1. George Clinton, born November 24, 1863, unmarried; residence Tacoma, Washington. 2. Grace Elise, born September 21, 1870; married, September 5, 1894, Edward Porter Merriam, of Lexington. Children: Robert Clinton Merriam, born January 3, 1896, and Gordon Phelps Merriam, born July 29, 1899. 3. Alice Phelps; born October 20, 1875; graduate of Smith College, and Berlin (Germany) University; graduate nurse from Boston Homoeopathic Hospital; superintendent of nurses at Medi-

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Chas. C. Goodwin.

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cal Mission on Hull street, Boston; for two seasons superintendent of nurses on Boston Floating Hospital. Married, September 24, 1908, Dr. J. Walter Schirmer, of West Roxbury. Children: Louise Schirmer, born July 20, 1910, and John Goodwin Schirmer, born December 30, 1914.

For many years Mr. Goodwin's summer home was at Magnolia, a small fishing hamlet named Kettle Cove; he first went there in 1864, and it became one of the most popular summer colonies during his lifetime. He died at Sunny Slope, his Lexington home, November 27, 1905. He felt a patriotic pride in having this home near the rock on his grounds where Samuel Adams exclaimed to John Hancock, "What a glorious morning for America," as they stood there together and heard the first firing of the British on the village green in the early dawn of April 19, 1775. These words are on the town seal of Lexington, and a tablet placed on the spot by Mr. Goodwin commemorates this historic event. The following tribute to his character is from his pastor, friend and neighbor, the Rev. Charles F. Carter, pastor of the Hancock Congregational Church of Lexington, Massachusetts:

Charles Clinton Goodwin had characteristics and traits that were few, simple and sincere. The one most marked was his spirit of good cheer, and his kindly feeling towards all. He never meant to strike the depressing note. He liked the life in the major key, and he wanted plenty of good voices in the chorus, each one bearing a part, and also each one enjoying it. Thus he spread the spirit of good comradeship, and men were glad of his presence. If a merry heart doeth good, his was not lacking in tonic, quality, and worth. Nor was this merely a superficial trait. There was real heart back of it, and the vigor of his hand grasp that lasted to the very end was a symbol of the human kindness that was genuine wherever it found expression. He loved his Church, in which he so regularly worshipped, the people, the building, and the deep purpose for which it stands. He was active in raising the funds when the Church was finished in 1893. Earnestly devoted to the cause of its music, he served on that committee, and he gave himself in the one distinctive form of service that was so native and congenial to him, with a loyalty and devotion and faithfulness. From the age of eighteen years he began to sing in the old First Baptist Church at Charlestown, of which his father had been such a zealous member, and in 1886, when the Hancock church was organized, he began his long years of service with the society in the choir. Seldom missing a service, and a long and notable record of forty-seven years as a tenor without compensation shows with what devotion his refined nature was made to shed its rays. He belonged to the famous Boylston Club, Arion Quartette, and others. He was especially fond of the orchestra and was himself a devotee of the clarinet. Many hours of enjoyment were his with this instrument. What his fidelity meant, only those can appreciate who knew how steadfast and unflinching it was, and often it has held things together when otherwise they might have fallen apart. Without reference to this trait his life would not be rightly estimated. If his place was there at a given hour, there at that given time he was to be found. The responsibilities he accepted and the engagements that he made were kept with religious fidelity. This was the reason why men could rely not only on the sincerity of his purpose, but also on the precision with which it could be carried out. He had a few old-fashioned virtues and this was one of them, that has helped to make his name honored for his fair dealing and reliability. He was not for success at any price. He valued the human relation too much for that, while the success he had never in the least estranged him from his fellowmen, but all of every rank recognized in him the spirit of a true friend. Thus as we think of him, we have borne in upon us anew the unique value of a good man. He has had his own place, and he has filled it well. We have been richer for his presence; we shall be evermore richer in the friendship we cherish and the memory we prize.



GOODWIN AND ALLIED FAMILIES

(The Phelps Line.)

Various are the versions of the origin, history, genealogy, coat-of-arms and manner of spelling of the name of Phelps. One historian asserts that Phelps is an abbreviation of "Phyllppes," an ancient Staffordshire English family, and that the superfluous letters in the latter name were dropped during the reign of Edward the Sixth. From high and reliable authority we learn that this ancient and honorable family's name was originally "Welf," whose earliest traces date back to the eleventh century, or thereabouts, that they were originally from the North of Italy, that they were early transplanted to Germany, there assuming the name of "Guelphs," and that they removed thence to old England, in the sixteenth century, there writing and spelling their name as at present, "Phelps."

Arms—Per pale, or and argent, a wolf salient azure, between eight crosses, crosslet fitchee gules.

Crest—A wolf's head erased azure, collared or, thereon, a martlett sable.

Motto—*Qui transtulit sustinet.* (He who transplanted, still sustains).

About ten years after the "Mayflower" landed her first installment of one hundred and one persons on Plymouth Rock, in New England, the "Mary and John," another British ship, after a comfortable passage of ten weeks, disembarked another installment of one hundred and forty passengers, May 30, 1630, at Boston, Massachusetts, among whom it is believed were William Phelps, his wife and four sons, namely: William, Samuel, Nathaniel and Joseph, and George Phelps, William's brother, the first Phelps pioneers, all of whom came, it is said, from the borough town of Exeter, in the beautiful county of Devonshire, England. The name is spelt variously Phelps, Phelps, Phileps, Philps, Phelups, Philips, Felps, Filps, Fellips, and Welfs. Many other Phelps families also emigrated to America, as can be ascertained from the Colonial records of Massachusetts Bay.

I. Henry Phelps, of London, England, was a passenger in the ship "Hercules," which arrived in this country in 1634. He settled in Salem, Massachusetts, and his wife's name was Anna Fresler.

II. John Phelps, son of Henry and Anna (Fresler) Phelps, was born in Salem, but settled in Reading, Massachusetts, where he died in 1685.

III. Henry Phelps, son of John Phelps, was born in 1673, and passed away in Reading in 1722.

IV. Henry Phelps, son of Henry Phelps, was born in 1720.



Captain William Lane Phelps

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V. Captain Henry Phelps, son of Henry Phelps, was born in 1745, and died in 1786. He was united in marriage with Betsey Herrick, of Beverly, Massachusetts. In October, 1786, Captain Phelps was lost at sea. When all hope of being saved had been given up, he wrote a letter to his wife, describing the terrible situation, and, sealing it in a bottle, cast it forth upon the waters. It was picked up by a Boston vessel, and forwarded to his wife, who, from the contents, learned the sad fate of her husband.

VI. Dr. Henry Phelps, son of Captain Henry and Betsey (Herrick) Phelps, was born in Salem, Massachusetts, in 1766, and passed away February 15, 1852, at the age of eighty-six years. He graduated from Harvard College in 1788, and in 1795 married (first) Mary Forbes Coffin, who died in 1820. This union was blessed with ten children. In 1821 Dr. Phelps married (second) Mrs. Mary Elliott, who died in 1825 at the age of forty-two years. In 1826 Dr. Phelps married (third) Mrs. Mary Foster, who died in 1847.

Dr. Phelps early in life chose the profession of medicine, and after studying with Dr. Plummer, of Salem, was established by him as a physician and apothecary in Gloucester, Massachusetts, in 1790. He acquired some practice as a doctor, but soon abandoned that branch of the business. Before the establishment of a post office in the town of Gloucester, the people received their letters by a messenger, who was sent twice a week to Beverly to secure them. A post office was established soon after the adoption of the Constitution, and was at first, and for several years, kept in the shop of the postmaster, Henry Phelps, who was postmaster for many years, and principal acting magistrate in the town, being often employed as a scrivener. Dr. Phelps continued to keep this shop until he reached the age of eighty years, when, becoming dependent upon filial support, he resided with a daughter.

VII. Captain William Dane Phelps, son of Dr. Henry and Mary Forbes (Coffin) Phelps, was born February 14, 1802, at Gloucester, Massachusetts. He inherited a love for the sea from several of his ancestors, who had been mariners, and ran away from a boarding school, where he had been sent by his parents to prepare for college, embarking as a cabin boy on board a vessel sailing from Boston, and working his way through the different grades to that of master. He made many voyages to Europe and the Levant, around Cape Horn and the Cape of Good Hope, in command of some of the finest ships of the times. He was wrecked when a boy at the Cape of Good Hope, and also when captain at the entrance of Plymouth Harbor, in the winter of 1836, which was one of the most distressing shipwrecks known for many years on our coast. In one of his early voyages, when a boy, he was left with seven others on a desert



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island, in the Indian ocean, to procure a cargo of sea elephant oil and fur seal skins. The captain promised to return for them in nine months, but did not appear for twenty-eight months, when he hoped to collect his oil and furs without any men to pay off. But although they had lived Robinson Crusoe lives, replete with dangers and hardships, they were all alive, with a full cargo ready for him. He made several trading voyages, generally of three years' duration, to California, in the days when San Francisco was called Yerba Buena, and consisted of only three houses where the famous city now stands. With two of his boats and a part of his crew he explored the river Sacramento, displaying the Star and Stripes for the first time upon its waters. He commanded the ship "Alert," (which has been made famous in connection with the book entitled "Two Years Before the Mast," by Richard H. Dana, Jr.), the following year after Mr. Dana returned in it from California as a passenger.

In 1849 he was in California, at the time when gold was discovered, and on his return soon after he brought some of the first gold specimens to Boston, with reliable information about the mines. For his last voyage he went on a trip around the world, after which he retired in 1857, passing the remainder of his life in his pleasant Lexington home. He was well known for his dry wit and humor, and his family and friends spent many happy hours as he related to them his entertaining and strange experiences in many parts of the world. He was a ready writer and was the author of a book entitled "Fore and Aft, or Leaves from the Life of an Old Sailor," under the nom de plume of "Webfoot." He died August 15, 1875, at Magnolia, the summer home of Charles C. Goodwin, within a few miles of Gloucester, the place of his birth.

Lusanna Tucker Bryant Phelps, wife of William Dane Phelps, was born in East Lexington, July 11, 1804. She attended the Young Ladies' Seminary at Ipswich, under the instruction of Mary Grant and Mary Lyon, afterwards becoming a very successful teacher. She married Captain Phelps in 1834. She accompanied him on one voyage up the Mediterranean sea, but the most of her life was spent in Lexington. Her memory of places and people was remarkably clear and exact, and she often entertained her friends with narrating her experiences. Both she and her husband were members of the Baptist church, and were actively engaged in promoting benevolent work at home and abroad. She died August 23, 1885. Children: 1. Lusanna Tucker, born November 18, 1836, died April 30, 1872. 2. Alice Dodge, born October 18, 1838; married Charles C. Goodwin, October 15, 1862. 3. Edwin Buckingham, born April 14, 1845, died September 4, 1849.

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(The Coffin Line.)

Arms—Azure, semée of crosses crosslet or, two batons in saltire encircled with laurel branches gold between three plates.

Crest—On the stern of a ship or, a pigeon, wings endorsed argent, in the beak a sprig of laurel vert.

Motto—*Extant rectè factis præmia.* (The rewards of good deeds endure).

Peter Coffin was the son of Tristram Coffin, of Newbury, where the family early settled. He came to Gloucester, Massachusetts, in 1688, and occupied the large tract of land, of about five hundred acres, between Annisquan and Chebacco rivers, that his father had purchased the same year of Jonathan Willoughby, of London, England. How long he remained there is uncertain.

Peter Coffin, the grandson of Peter Coffin, took possession of his grandfather's property about the year of 1747, and resided there until his removal to the harbor. Soon after his arrival in Gloucester he began to take a part in public affairs, and continued upwards of forty years a prominent and useful citizen. In the earliest stages of the Revolution he embraced the Colonial cause with enthusiastic ardor, and ceased not to devote all his energies to the public good until independence was declared. As his farm was at an inconvenient distance from the village for an actor in the stirring events of the time, he took a house in town about the commencement of the war, and resided there until his death, which occurred February 14, 1796, at the age of seventy-two years.

The high estimate placed upon his services by his townsmen is sufficiently attested by his repeated election to offices of trust and responsibility. He served from 1753 to 1777, with the exception of two years, on the Board of Selectmen. In 1774 he was first chosen representative to the General Court, and filled this office several times between that period and the last year of his service, 1792. He also served as one of the Senators from Essex county, Massachusetts. He was the principal acting magistrate in Gloucester, Massachusetts, for many years.

Peter Coffin was united in marriage with Miss Mary Currier, of Amesbury, Massachusetts, and they were the parents of ten children, of whom three were sons, namely: Peter, William and Tristram. Peter graduated at Harvard College in 1769, and commenced studying law with Judge Sargent at Haverhill, Massachusetts, but conceiving a dislike for the profession, he abandoned his studies, and took up his abode as a shopkeeper in his native town of Gloucester. He died at the age of seventy-two years, on August 4, 1821. He was united in marriage with Miss Mary Parkman (Polly), a daughter of the Rev. Eli Forbes, further mentioned. She died in 1795, at the age of forty years. Mary Forbes Coffin, the daughter of Peter and Polly (Forbes) Coffin, became the wife of

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Dr. Henry Phelps, through whom has been traced the relationship between the Phelps, Forbes and Coffin families. Two of Peter Coffin's sons, Charles and Eli, were lost at sea.

(The Forbes Line.)

Arms—Azure, a cross pattee between three bears' heads couped argent, muzzled gules.

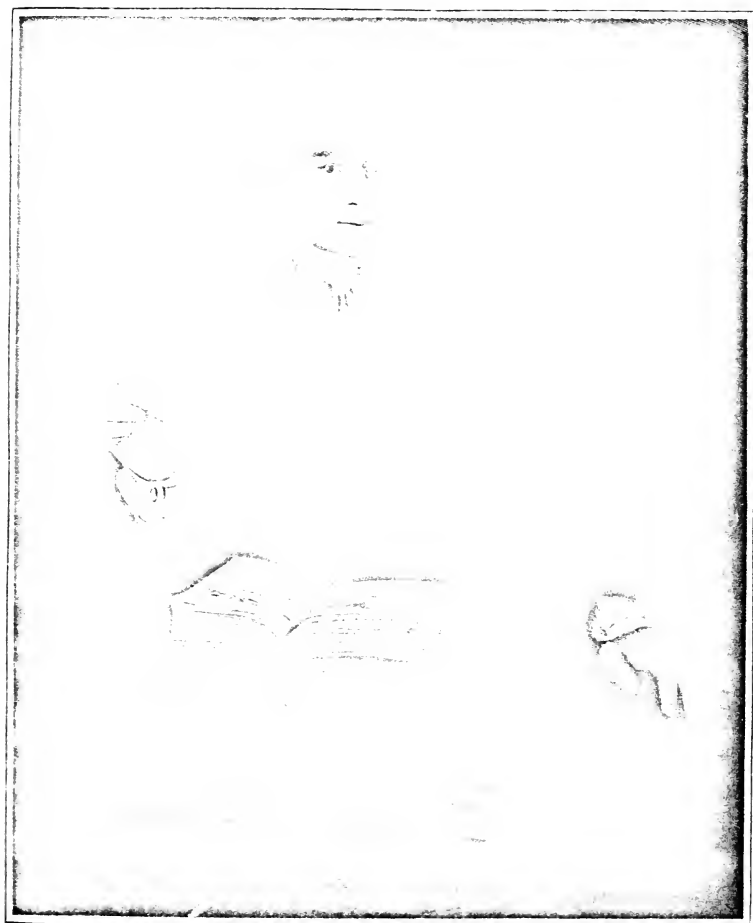
Crest—A cross pattee argent.

Motto—*Salus per Christum.* (Salvation through Christ).

The Forbes and Phelps families trace their relationship through the marriage of Henry Phelps, of Gloucester, with Mary Forbes Coffin, whose mother, Mary Parkman Forbes, wife of Peter Coffin, was the daughter of Rev. Eli Forbes.

Rev. Eli Forbes was born in 1726, at Westborough, Massachusetts. He entered Harvard College in 1744. In July of the following year he was demanded as a soldier, and cheerfully shouldered his musket, marching more than a hundred miles to oppose the French and Indians. He was released by the interposition of his friends, and returned to his studies, graduating in 1751. He was ordained minister of the Second Parish in Brookfield, June 3, 1752. During 1759, he was in the service of the Province, from March 31 to November 15, as chaplain in a regiment under Colonel Timothy Ruggles, ministering often on the same day at different stations from three to five miles apart. At the close of the campaign he, in company with another chaplain, had four hundred invalids committed to their charge to march with them to Albany, and to serve both as chaplains and officers. For this service, which he represented to the General Court as tedious and expensive, he received an allowance.

In 1762, Rev. Forbes went as a missionary to the Oneidas, one of the six nations of Indians, and planted the first Christian church at Onaguagie. Having established in this place a school for children, and another for adults, Rev. Forbes returned, bringing with him four Indian children, whom he sent back again in a few years, after providing them with such knowledge as would be useful to them. He continued at Brookfield until March, 1776. His settlement at Gloucester, Massachusetts, took place at a time when a deep gloom overspread the town, owing to the inhabitants being cut off from their ordinary means of livelihood, and reduced to the necessity of enlisting in the army, or engaging in the precarious employment of privateering. The church members were divided, many refusing to attend services. During all this contention, Rev. Forbes was silent and inactive, which was the right position to take. The wise pastor was more solicitous to maintain the peace and harmony of society than to gather to the parish coffers a few grudgingly paid dollars. The only means which he tried to win his congregation



Rev. Eli Forbes

back to the church was a constant manifestation of kindness and regard, the memory of which has long outlived that of the ill feeling engendered by the occasion that called them forth. The remainder of Rev. Forbes' ministry was passed in the quiet discharge of the ordinary duties of his office, which he continued to perform until far advanced in life. In 1804 the health of the venerable pastor began to fail, and on December 15, of that year, at the age of seventy-eight years, his long and useful life was brought to a close. A short time before his death the degree of Doctor of Divinity was conferred upon him by Harvard College.

As a preacher, Rev. Forbes possessed respectable talents, and his pulpit performances commanded the attention and approbation of his congregation. He had a sufficient command of language to enable him to write with readiness and to speak with fluency, and many of his sermons were so well received at the time of delivery as to be desired in a printed form. In stature he was slightly above the medium size, and, in manners and address, gentlemanly and engaging. His countenance bespoke the pure and amiable qualities of his mind, and ever beamed with such unbounded good nature that he was eagerly welcomed in every social circle. In his intercourse with his parishioners, he suffered no irksome restraint to be felt in his presence, but on all proper occasions always strove to excite childhood to laughter, youth to mirth, and mature age to cheerfulness.

The political sentiments of Rev. Forbes were strongly conservative, and they led him to denounce with unmeasured force and horror the successive revolutions in France, as destructive of all the best institutions of society, and opposed to the highest good of the human race. For many years he annually preached a political sermon, in which his views of the exciting events of the times were freely and fearlessly stated.

Rev. Forbes was married four times, his first wife being Miss Lucy Parkman, a daughter of Rev. Ebenezer Parkman, of Westborough, Massachusetts. She died January 16, 1776. Rev. Forbes was united in marriage (second) with Mrs. Lucy Sanders, the widow of the Hon. Thomas Sanders. In 1780, Rev. Forbes married (third) the widow of Captain Thomas Parsons, of Newbury, Massachusetts, who died in Boston in 1792. The fourth and last wife of Rev. Forbes was Mrs. Lucy Baldwin, of Brookfield, a sister of his first wife. Eli Forbes had two children, a son and a daughter. The son, Eli Forbes, was a captain in the army in 1798. After leaving the army he went to Baltimore, Maryland, where he became a teacher of a school, and where he passed away. The daughter, Polly Forbes, became the wife of Peter Coffin, in 1773, and died May 18, 1795, at the age of forty. It was one of her daughters, Mary Forbes Coffin, who became the wife of Dr. Henry Phelps.

GOODWIN AND ALLIED FAMILIES

(The Bryant Line.)

Arms—Azure, on a cross or a cinquefoil between four lozenges gules.

Crest—A flag azure, charged with a saltire argent.

The surname Bryant is traced to Sir Guy de Bryant, who lived in the time of Edward the Third, and whose descendants had their seat in the castle of Hereford in the marches of Wales.

I. Abraham Bryant was the immigrant ancestor of the Bryant family of Reading, Stoneham and vicinity, in the State of Massachusetts. He was doubtless born in England, in 1647. His home was in Reading, now known as Wakefield, Massachusetts, on the south side of Elm street, west of the place of Joseph Hartshorn. He was united in marriage (first) with Mary Kendall, of Woburn, Massachusetts, in 1664, who was the daughter of Thomas Kendall, of Woburn. She died March 8, 1688, at the age of forty years. The children of Abraham and Mary (Kendall) Bryant were born at Reading, Massachusetts, and were as follows: Mary, who became the wife of John Weston; Rebecca, who died in 1670; Abraham; Thomas; Anna; William; Kendall, born in 1680, died in 1710, was united in marriage with Elizabeth Swain; Abigail, and Tabitha.

III. Jeremiah Bryant, the third in descent from Abraham Bryant, the immigrant ancestor, was born in 1714, and was united in marriage with Ruth Thompson, of Woburn, Massachusetts. She was a connection of Count Rumford.

IV. Josiah Bryant, the fourth in descent from Abraham Bryant, was born in South Reading, Massachusetts, in October, 1748. He married, July 28, 1775, Lydia Green, and they became the parents of six children: Josiah Bryant, born June 20, 1778; Ebenezer Bryant, born July 15, 1781; Lydia Bryant, born August 6, 1783; Elizabeth Bryant, born August 5, 1785; Ruth Bryant, born January 14, 1790, and Sophia Bryant, born April 27, 1797.

V. Josiah Bryant, the second, and the eldest son of Josiah and Lydia (Green) Bryant, was born June 20, 1778, and died in 1835. He married Sally Withington, the daughter of Edward and Eunice (Tucker) Withington. Josiah and Sally (Withington) Bryant were the parents of four children, as follows: 1. Lusanna Tucker Bryant, born July 11, 1804, who became the wife of Captain William D. Phelps, in 1834. She died in August, 1885. 2. Cynthia Bryant, born October 7, 1806, who became the wife of Benjamin Shurtleff, Junior, in 1830. 3. Sally Bryant, born July 13, 1809, who became the wife of Charles Ellms, in 1830. 4. Albert Bryant, was born February 16, 1814, and was united in marriage with Elizabeth Wellington. In 1841 he married (second) Nancy W. Wellington.

GOODWIN AND ALLIED FAMILIES

(The Green Line.)

Arms—Argent, on a fess azure between three pellets, each charged with a lion's head erased of the first, a griffin passant between two escallops or.

Crest—A woodpecker picking a staff couped, raguled, and erect, all proper.

The Bryant and Green families trace their relationship through the marriage of Josiah Bryant, of the fourth generation from Abraham Bryant, the immigrant, with Lydia Green, a daughter of Captain Thomas and Lydia (Swain) Green. Captain Thomas Green was of the fifth generation in descent from Thomas Green, the immigrant ancestor of the Green family in America.

I. Thomas Green, the immigrant, was born in England about the year 1600, according to a deposition that he made in 1662. Thomas Green, probably his son, came to America and settled in Massachusetts at the age of fifteen, in the ship "Planter," which sailed from England on April 2, 1635. The same name and age appear also in the passenger list of the ship "Hopewell," which sailed the following day, and are believed to represent Thomas Green, Junior. Preceding the list of passengers in the "Planter" is a certificate which states that Thomas Green came from St. Albans, Hertfordshire. It seems likely that Thomas Green, Senior, came to the New England Colonies at the same time, or a little earlier, and settled at Lynn and Ipswich, Massachusetts. He was residing at Lady Moody's farm in Lynn about 1646. He removed to Malden, Massachusetts, about 1650, and was living there October 28, 1651, when his wife Elizabeth and daughter Elizabeth signed a petition to the General Court. He had a farm of sixty-three acres in the northern part of Malden, Massachusetts. He was one of the leading citizens, serving repeatedly on the grand jury in 1658, and as selectman of Malden. The first wife of Thomas Green, with whom he was united in marriage in England, became the mother of all his children. She died in 1658.

II. Samuel Green, the son of Thomas Green, the immigrant, was born March, 1645. He married Mary Cook, who died in 1715. He settled in Malden, Massachusetts, and was called "senior" in the records. In October of 1670, he purchased with his brother William one-half of his father's farm, and from that time occupied the old "Mansion House," buying the other half of the homestead from his brother in 1684. He died October 31, 1724, at the age of seventy-nine years.

III. Thomas Green, the son of Samuel Green, and the third in descent from Thomas Green, the immigrant, was born in Malden, Massachusetts, about 1669. He married, in 1698, Hannah Vinton, a daughter of John and Hannah (Green) Vinton. Thomas Green, the third, was a farmer in Malden and had a fair estate. He died

GOODWIN AND ALLIED FAMILIES

August 24, 1725. A large cider mill was part of his real estate, which was valued at five thousand dollars.

IV. Thomas Green, the fourth in descent, and the son of Thomas and Hannah (Vinton) Green, was born in Malden, Massachusetts, December 9, 1702. He married Mary Green, a daughter of Deacon Daniel Green, of Stoneham, Massachusetts. Thomas Green settled in Reading, Massachusetts, as early as 1727, and probably immediately after his marriage. He died in 1753. He owned a large tract of land in Holden, Massachusetts, which he bequeathed to his sons.

V. Captain Thomas Green, the fifth in descent from Thomas Green, the immigrant, and the son of Thomas and Mary Green, was born in 1731. He died in 1810. He married Lydia Swain, a daughter of Jeremiah and Sarah Swain. It is thought that Captain Green may have been a Revolutionary soldier from Reading, Massachusetts. Captain Thomas and Lydia (Swain) Green were the parents of Lydia Green, who became the wife of Josiah Bryant.

(The Withington Line.)

Arms—Gules, a fess chequy or and azure.

Crest—A lion's head erased.

Motto—*Sapere aude.* (Dare to be wise).

The Withington and Bryant families trace their relationship through the marriage of Josiah Bryant, the fifth in descent from Abraham Bryant, the immigrant, with Sally Withington, daughter of Edward and Eunice (Tucker) Withington. Edward Withington was the sixth generation in descent from Henry Withington, the immigrant ancestor of the Withington family. The genealogy of the Withington family is a most interesting one.

I. Elder Henry Withington, the immigrant, was born in England in 1558. He settled in Dorchester, Massachusetts, where he became prominent in religious affairs. There is a tablet to his memory, which contains the following: "Elder Withington was a man that excelled in wisdom, meekness and goodness."

II. Richard Withington, the son of Elder Henry Withington, was born in England in 1618, and came with his father to America. He was united in marriage with Elizabeth Eliot, a niece of John Eliot, the noted "Apostle to the Indians." She was born at Nasing, England, in 1627, and died in 1714, at the age of eighty-seven years. Richard Withington took the freeman's oath in 1640, and was ordained a deacon in 1669. He became a member of the Ancient and Honorable Artillery Company in 1646.

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III. John Withington, the son of Richard and Elizabeth (Eliot) Withington, was born July 1, 1649, and died in 1690. He leaned towards military life, and became captain of a Dorchester (Massachusetts) Company in Phipps' mad expedition to Canada in 1690. He never returned from this dangerous journey. One account says that he and most of his company were supposed to have been lost at sea.

IV. Samuel Withington, the fourth in descent from Elder Henry Withington, was born in 1684, and died in 1726. He married Abigail Pierce.

V. Samuel Withington, the fifth in descent, and the son of Samuel and Abigail (Pierce) Withington, was born in 1720, and died in 1781. He married, November 6, 1746, Jane Kelton, a daughter of Edward and Mary (Paul) Kelton. In 1910 their house was still standing on Brent street in Dorchester, the second house from Washington street on the right. This house was built in 1716.

VI. Edward Withington, the sixth in descent from Elder Henry Withington, and the son of Samuel and Jane (Kelton) Withington, was born in 1755, and died in 1826. He married Eunice Tucker, daughter of Samuel and Elizabeth (Heywood) Tucker. Edward Withington and his wife Eunice (Tucker) Withington lived in Dorchester, Massachusetts, during the latter part of their lives, but had homes in other places. Their last built house is still standing, a cottage, which was built in 1800, on Centre street, in Dorchester. The children of Edward and Eunice (Tucker) Withington were as follows: 1. Sally Withington, born March 24, 1778, and became the wife of Josiah Bryant in 1803. 2. Eunice Withington, born April 14, 1781, and became the wife of Samuel Howe. 3. Betsey Tucker Withington, born May 4, 1783, and became the wife of Aaron Nixon. 4. Alpheus Moore Withington, born August 14, 1785. 5. Edward Withington, Junior, born December 29, 1787. 6. Jane Withington, born May 3, 1790, and became the wife of Jacob Howe. 7. Samuel Withington, born April 6, 1793. 8. Lucy Withington, born October 11, 1795, and married John Mears. 9. Hannah Withington, born November 24, 1797; became the wife of Parker H. Pierce. 10. Albert Withington, born March 17, 1800.

MAJOR J. WALTER SCHIRMER

Major J. Walter Schirmer was born at Roxbury, Massachusetts, November 7, 1875. He attended the public schools of Boston, and Roxbury High School. He also attended the Boston University Medical School, and graduated, receiving the degree of M. D. in 1908. He was interne at the Massachusetts Homoeopathic Hos-

GOODWIN AND ALLIED FAMILIES

pital. In 1908-09 he took special courses at the University of Vienna. He practiced medicine at Needham, Massachusetts; was visiting Orthopedic Surgeon at the Massachusetts Homoeopathic Hospital, and Lecturer on Hygiene and Sanitation at Boston University, School of Medicine.

In December, 1917, he was commissioned captain in the Medical Reserve Corps, and ordered into active service in January, 1918, at Camp Devens, Ayer, Massachusetts. He was chief of the Orthopedic Department at Base Hospital, Camp Devens. He received his commission as major in September, 1918.

He married, September 24, 1908, Alice Phelps Goodwin, born October 20, 1875; graduate of Smith College and Berlin (Germany) University; graduate nurse from Boston Homoeopathic Hospital; superintendent of nurses at Medical Mission on Hull street, Boston; for two seasons superintendent of nurses on Boston Floating Hospital. Children: 1. Louise Schirmer, born July 20, 1910. 2. John Goodwin Schirmer, born December 30, 1914.

LIEUTENANT ROBERT CLINTON MERRIAM

Lieutenant Robert Clinton Merriam was born at Lexington, Massachusetts, January 3, 1896, the oldest son of Edward Porter and Grace (Goodwin) Merriam. He attended Lexington private and public schools, and graduated from the Noble and Greenough School, Boston, in 1915.

He trained at the Officers' Training Camp, Plattsburg, New York, two summers. He was a student at Harvard two years, in the class of 1919, leaving college to enter the service. He was second lieutenant of the 301st Field Artillery, Battery A, at Camp Devens, in 1917 and 1918. In July, 1918, he went to France in the 76th Regiment.

LIEUTENANT GORDON PHELPS MERRIAM

Lieutenant Gordon Phelps Merriam was born July 29, 1899, at Lexington, Massachusetts, the second son of Edward Porter and Grace (Goodwin) Merriam. He attended private and public schools, and graduated from the Noble and Greenough School, Boston, in 1917.

In July, 1917, he went to France, in the Norton-Harjes Division, and drove an ambulance for five months. He returned to America, and in November of the same year served at Halifax, Nova Scotia, after the disaster, with the Boston Red Cross. He entered Dartmouth College at mid-year, January, 1918. He trained at the Officers' Training Camp, Plattsburg, New York, in the summer of that year, going from there to Camp Hancock, Georgia, for training in machine gun work. In September, 1918, he received his commission as second lieutenant.

Hill and Allied Families

Arms—Sable a fess argent between three leopards passant or, spotted sable. The fess is charged with three escallops gules. Supporters: Dexter a leopard gules, spotted or, ducally collared or. Sinister, a stag, azure, attired gules.

Crest—A stag's head and neck azure, attired gules, on a wreath, over a ducal coronet.

Motto—*Per Deum et ferrum obtinui.*



WILLIAM HILL, the progenitor in America of that branch of the Hill family from which the late Dr. Seth Hill, one of the most prominent and successful men in the medical profession in the entire county of Fairfield, Connecticut, is descended, came to America in the ship "William and Francis," arriving in Boston Harbor on June 5, 1632. He remained for a time at Dorchester, Massachusetts, but after a time removed to Windsor, on the Connecticut river, where he bought land and set out on orchard. Some time later, however, he moved to Fairfield, and here he remained for the rest of his life, becoming a man of public importance and prominence in the life of the community. He was deputy and representative in 1639, 1640 and 1644. Before coming to Fairfield he had been admitted a freeman of Massachusetts, November 5, 1633, and a selectman of Dorchester, in 1636. He was also granted land at Dorchester on November 2, 1635. In Windsor, in 1639, he was appointed by the General Court to examine the arms and ammunition of the towns in the colony; he was auditor of accounts; and deputy to the General Court from 1639 to 1641, and again re-elected in 1644. After his removal to Fairfield, as has already been stated, he held public office, as assistant senator and collector of customs. In the division of lands he and his son William were given lots between Paul's Neck and Robert Turney's house lot, on the northeast side of Dorchester street and the Newton square. From the fact that in the town records for 1649 his wife, Sarah, is called a widow, it is concluded that he died in that year. His will is dated September 9, 1649, and was proved May 15, 1650. It is to be found in a very ancient volume of the records of the "Particular Court for Fairfield County." His children were: 1. Sarah. 2. William. 3. Joseph. 4. Ignatius. 5. James. 6. Elizabeth.

II. William (2) Hill, son of William (1) and Sarah Hill, was born in England, and came with his father to Dorchester, Massachusetts, and afterwards to Windsor, Connecticut, where he was granted lands. He was one of the most prominent of the citizens of the

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town. He was town recorder in 1650, acting in that capacity for several years, receiving town papers of value from Roger Ludlow, when the latter left Fairfield, in 1654. Mention is made in early colonial records of his having received a portion of his father's estate from his father-in-law, Mr. Greenleaf, his mother's second husband. (The term stepfather was not then in use). On February 13, 1670, he was granted the Lewis lot on the northwest corner of Newton square. His death occurred on December 19, 1684. He married, at Fairfield, Elizabeth Jones, daughter of Rev. John Jones, of that place. Their children were: 1. William, mentioned below. 2. Eliphalet, whose wife was Esther, died in 1695. 3. Joseph, died in 1696. 4. John, married Jane ———, and died in 1727. 5. James. 6. Sarah, married Richard Widdon.

III. William (3) Hill, son of William (2) and Elizabeth (Jones) Hill, was prominent publicly all his life, and died in 1728. He married Abigail, daughter of David Osborn, of Eastchester, on October 7, 1691. Their children, born at Fairfield, were: 1. Abigail, born January 8, 1694. 2. Joseph, mentioned below. 3. William, baptized May 14, 1699, died young. 4. William, baptized June 12, 1702. 5. David, born April 7, 1706. 6. Catherine, born January 2, 1717.

IV. Deacon Joseph Hill, son of William (3) and Abigail (Osborn) Hill, was born at Fairfield, Connecticut, April 1, 1697. He married Abigail Dimon, on March 30, 1731. Their children were: 1. Abigail, born March 21, 1732; married David Gould, lived in Fairfield, and died at an advanced age. 2. Sarah, born August 21, 1733; married William Wakeman; lived and died in Fairfield. 3. David, born April 22, 1737. 4. Ebenezer, mentioned below. 5. Jabez, born June 17, 1744; settled in Weston, Connecticut; was captain of a company in the Third Regiment of Light Horse, and major in May, 1777; he served in the Danbury Alarm in 1777; married Sarah, daughter of Colonel John Read, of Redding, Connecticut. 6. Moses, born January 11, 1748, died October 3, 1777.

V. Ebenezer Hill, son of Deacon Joseph and Abigail (Dimon) Hill, was born February 26, 1742. He was a captain in the Revolutionary War from the beginning to the end, and was distinguished for his bravery. He married Mabel Sherwood, on January 17, 1765. She was born December 8, 1745, and died October 20, 1820. Ebenezer Hill lived in Fairfield for fifty-six years, and was a member of the Congregational church. His children were: 1. David, born July 7, 1766, died December 24, 1848. 2. Ebenezer, born February 20, 1768, died May 5, 1842. 3. Seth, mentioned below. 4. Dimon, born in October, 1771, died December 8, 1793. 5. Joseph, born May



Seth Hill.

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3, 1774, died April 19, 1816. 6. Mabel, born in September, 1776, died July 8, 1779. 7. Eleanor, born August 29, 1778, died July 22, 1779. 8. Jabez, born June 13, 1780, died August 2, 1807. 9. Esther, born November 26, 1785, died August 27, 1804.

VI. Seth Hill, son of Ebenezer and Mabel (Sherwood) Hill, was born December 22, 1769. He settled in Weston, where he married, and lived the remainder of his life. He died in Weston at the age of fifty-five years. His children were: 1. Polly, born March 5, 1795, died December 30, 1824. 2. Joseph, born February 19, 1797, died August 20, 1832, of cholera. 3. Wakeman, mentioned below. 4. Edward, born November 10, 1814, died November 15, 1875.

VII. Wakeman Hill, second son of Seth Hill, was born November 23, 1804, died August 16, 1881. He settled in Easton, Connecticut, where he married Eunice Lyon, born 1806, died March 11, 1870, daughter of William and Elinor (Bradley) Lyon, of that town. He was highly respected and honored among his townsmen, and was noted for his strict integrity. Children: 1. William Bradley, born August 10, 1828, died October 10, 1876. 2. Joseph Wakeman, born June 20, 1832, died November 6, 1864. 3. Seth, mentioned below. 4. Lloyd, born February 6, 1841, died May 30, 1884. 5. Helen Marshall, born January 23, 1844, married, September 11, 1861, Frederick Riley Scribner.

VIII. Dr. Seth Hill, son of Wakeman and Eunice (Lyon) Hill, was born in Easton, Connecticut, on July 16, 1836, died October 25, 1912. The impression left on the community by the death of a public man is calculated, perhaps coldly, in direct proportion to his value and usefulness in it. But when the man whom death has taken from the community has deeply graven his image and character on the minds of the people, through altruistic, unselfish service, of lifetime duration, the grief, which otherwise is little more than formal custom, becomes real and manifest. Not only was Dr. Seth Hill an eminent and skilled physician, but in and out of his professional capacity he was "the friend of all the world," practicing the great ideal of the medical profession, the great leveller, service of humanity. Dr. Hill was a gentleman of the old school, serene of nature, courteous, generous, finding no favor or service too great to perform for the friend, enemy or stranger, suffering or in need.

Dr. Hill received his early education in the elementary schools of Easton, the town where he was born. He later attended the Easton Academy preparatory to entering college. After being graduated from that institution, he entered the Medical School of

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Yale University. Here his work was of an unusually fine quality, and he was graduated with honors, with the class of 1866, the valedictorian. He received the degree of Doctor of Medicine, and immediately started to establish a practice for himself in Bridgeport, Connecticut. He remained here but a short time, however, removing next to Bethlehem, and from there to Stepney, where he finally established himself in practice. The value of Dr. Hill's services were such that his reputation was country-wide. He became a leader in his profession, and his practice grew to be one of the largest of the region of Stepney, Easton, Trumbull and the surrounding country. He came to be looked up to not only by the people, but by other medical men of the vicinity, a man to be sought for aid and advice, a silent, cool well of skill and constructive ability, to be trusted in the extreme.

Dr. Hill married (first) Phebe M. Dayton, of Towanda, Pennsylvania, who died August 29, 1870. He married (second) on June 19, 1872, Mary Frances Nichols, of Tashua, Trumbull, Connecticut, the daughter of William and Mary Melissa (Mallett) Nichols. The parents of Mrs. Hill, who survives Dr. Hill, were both members of families well known and long established in Connecticut.

In addition to his extremely active career in the medical profession, Dr. Hill was keenly interested in the political issues of his day and took an active part in political affairs, becoming the local leader of the Republican party in his vicinity. He was a member of the county school board, and as such brought a number of much needed reforms. In the year 1880 he was elected to the Connecticut State Legislature. Dr. Hill was on the staff of the Bridgeport Hospital; president of the State Medical Society; a member of the American Medical Society; and in 1884 president of the Fairfield County Medical Society. In 1901 Dr. Hill became one of the trustees of the Staples Free School of Easton, and did much valuable work in this office.

Dr. Hill died on February 5, 1912, and was buried at Easton, Connecticut.

(The Nichols Line.)

Arms—Gules two bars ermine, in chief three suns or.

Crest—Out of a ducal coronet or, a demi-lion rampant, argent.

Motto—*Esse quam videri.*

The Nichols family is a very famous one in the State of Connecticut, and has furnished in the two and one-half centuries since its founding men who have been prominent in nearly every phase of public life in the State, and whose names are familiar in its history. The family was established in the year 1639 on what was then known as "Nichol's Farms," in the town of Trumbull, Fairfield county, Connecticut. The land on which the settlement was made embraced

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10,000 acres of land given the progenitor of the Nichols family by Colonial grant.

Mrs. Seth Hill, of Stepney, Connecticut, is a descendant of this famous family. She is the daughter of William and Mary M. (Mallett) Nichols. (See Mallett VI).

William Nichols was born in Trumbull, Connecticut, on November 30, 1811, the son of Captain John Nichols. As was almost hereditary in the family, he became one of the prominent men of the town. He was a well known figure in the Democratic politics of Trumbull, and though not an office seeker in any sense of the word held many public trusts in the town. He was a devoted member of the Protestant Episcopal Christ Church of Trumbull, in which he held practically all the offices open to laymen. He was always actively interested in the work of the parish and was its treasurer for many years. William Nichols died at about the age of seventy-five years. He married (first) April 19, 1846, Mary Melissa Mallett, daughter of Aaron and Eunice (Beach) Mallett. She died on February 27, 1852, at the age of thirty-three years. He married (second) Emeline A. Blakeman, who died on February 13, 1916. The child of the first marriage was Mary Frances Nichols, mentioned below.

Mary Frances Nichols, daughter of William and Mary Melissa (Mallett) Nichols, was born in Tashua, Trumbull, Connecticut, on November 5, 1847. She married on June 19, 1872, Seth Hill, M. D., of Tashua, Trumbull. (See Hill). Mrs. Hill is now a resident of Tashua, Trumbull, Connecticut.

(The Mallett Line.)

Mallett Arms—Gules, a fesse ermine, between six oval buckles or.

The name Mallett is an ancient and honorable one, of French origin. The majority of the people bearing the name in the Atlantic and New England sections of the United States trace their ancestry to John Mallett, a French Huguenot, who fled from France after the revocation of the Edict of Nantes by Louis XIV, in 1680.

Previous to the religious persecution of the Huguenots by the Catholics in France, David Mallett, father of the progenitor of the family in America, was a man of some prominence in France during the reign of Louis XIV, and held a position of high rank in the army, in which five of his sons also served. From very early times the family of Mallet has been very well known in France, Switzerland and England, and its members have held high positions in the official life of the communities in which they have resided. Both in France and in Switzerland many of the name have been distinguished in literature, the professions, as well as in the army and the navy. Representatives of the family are very scattered, but all trace their

ancestry to the Norman tribe or family of Mallets, or Malets, who invaded France from Scandinavia early in the eighth century, between the years 700 and 750 A. D. According to a letter written from Southampton, England, in September, 1882, General the Baron de Mallet Molesworth traces the origin of the name Mallet or Malet to a peculiar and distinguishing weapon carried by the tribe and used very effectively in combat, "a long hammer, with a point at the other end"—a mallet with one side pointed, which was perhaps a forerunner of a type of battle-axe used later. Today in France members of this family, descendants of the ancient tribe, are to be found nearly everywhere.

The Mallet family was first established in England during the time of the Norman Conquest, when William the Conqueror came to England with his army of Norman nobles and soldiers. After the battle of Hastings and the installation of the feudal system of land tenure, England was exclusively in the hands of the Norman conquerors. In 1069, one of William's followers, William Mallet, was second in command of the castle of York, according to Hume. William Mallet was killed, with three thousand men, in the assault upon the castle of the Danes. Robert de Mallet, one of the Norman nobles in England, is cited as among those nobles who influenced Robert, Duke of Normandy, to attempt to seize the English throne from his brother, Henry I. That the Mallets then in England were large and powerful landholders is certain, from the fact that there is mention made in early records of "the great estates of Robert Mallet," which were confiscated and later bestowed upon Stephen, afterwards King of England.

The principal branch of the family in France is the Malet de Graville line. In the year 1530, one of the chiefs of this family, Jacques Mallet, a Huguenot, of Rouen, was compelled to leave France on account of persecution of those who adhered to the Protestant belief. He settled in Switzerland, where Protestantism then flourished under the rule of Calvin. In 1752, one of his descendants, Paul Henri Mallet, was called to a professorship of belles-lettres in the city of Copenhagen. Members of the family are still to be found in Geneva.

After the revocation of the Edict of Nantes, persecution of the Huguenots became more terrible than before, due not only to the fear of the growing strength of Protestantism on the part of those high in civil and religious authority, but also to the poisoning of the ignorant public mind by the church and State, which were both in the hands of unscrupulous Catholics. After 1680 thousands of Huguenot families left France, some going to England, and some to Switzerland and America. Very early in that period, a colony of Huguenots of about one hundred and fifty families settled in New Oxford, Massachusetts; and in the early records of the towns of

Charlestown, Massachusetts; of Warren, Maine; and of Rhode Island, there is frequent reference to the name Mallett.

I. David Mallett, hereinbefore mentioned, fled from France in 1687, after the death by torture on the wheel of his brother and brother-in-law. He took refuge in England and there established himself as a physician in Yorkshire. He had five sons, one of whom went to Germany. His third son, John, was the progenitor of the family in America.

II. John Mallett, son of David Mallett, was born in France, went to England in 1687 with his father, and a brother who also became a physician in Yorkshire. After the death of his father in England in 1691, John Mallett returned to France, secured some money and sailed with his wife and children, in a company of Huguenots bound for South Carolina. His vessel landed at Santee; two other ships which made the same voyage discharged their passengers at Beaufort. His wife and children died; and he later returned to Europe, going to his brother in Germany, where for two years he served in the army. He again set sail for America, coming by way of New York to Santee. He finally located in the Huguenot town of New Rochelle, New York, about 1695. There are contradictory opinions as to the status and occupation of John Mallett, the immigrant ancestor. One is that he was a man of wealth, and succeeded in bringing some of his property with him to America. The other is that he was a ship carpenter, and that he escaped from France, probably Lyons, with only his broad-axe and his Bible. A further version of the second theory tells of his being secreted in a carpenter's chest by his young wife and thus carried on board ship, and that his Bible was hidden in a block of wood shaped like a footstool. The former theory is substantiated by the position of John Mallett in America and his various extensive land purchases, which would seem to indicate that he was a man of means. There is no proof of that latter theory. The branch of the family herein dealt with uphold the former. According to a letter written by General Peter Mallet, of Wilmington and Fayetteville, North Carolina, a grandson of John Mallett, John Mallett purchased lands on the Santee river, in South Carolina, and settled his nephew Peter, who came to America on the first voyage, there; he also bought land in Boston, Massachusetts, and settled his brother in that place. For himself he bought land at New Rochelle, New York, but soon changed it for other land at Fairfield, Connecticut, where he was residing as early as 1710. He married, in 1695, Johanna Lyon, born in France in 1663, and died at the age of one hundred and one years, September 16, 1764. She was a woman of great physical strength and endurance. Her will is dated March 18, 1763, and

bequeaths to her sons John and David. On the west side of Division street (or Mutton lane), now known as Park avenue in Bridgeport, but at that time the dividing line between Bridgeport and Fairfield, and even earlier the line between Stratford and Fairfield, there stood until 1893 a plain frame dwelling, known for many years as the Mallett homestead. This house originally stood on a tract of land of forty acres, originally the property of John Mallett, as is evidenced in several deeds and in the land records of the towns of Fairfield and Stratford. This land is now occupied by many of the fine residences and by a portion of the Park at Seaside, Bridgeport. The farm, bounded on the north by the highway, south by the Sound, east and west by the lands of Timothy Wheeler and Isaac Hall, was deeded to John Mallett's sons on March 20, 1710, by Lewis Lyon, a merchant of Milford, Connecticut, and brother of Johanna Lyon, wife of John Mallett. The deed was given to David, John and Lewis Mallett, in consideration of two hundred pounds paid to Lewis Lyon by their father, John Mallett; it contained also the proviso that Jane (or Johanna Mallett) their mother, "shall have the full use of ye above said farm and 'building' during her natural life." On September 10, 1736, Lewis Mallett, of Milford, leased the homestead to his father and mother, John and Jane Mallett, in consideration of one bushel of apples yearly, also a quit-claim of same date. In addition to this property just mentioned John Mallett bought of Agur Tomlinson, on May 5, 1710, thirty-two acres of land at Tawtashua Hill, for thirty-two pounds. In 1739 and 1740, deeds are recorded showing gifts from John Mallett to his sons David and John of two hundred and thirty acres of land at Tashua, and a gift to his daughter, Johanna Angevine, of land in Stratford, which is thought to have been situated on the north side of the King's Highway, (now North avenue), near its intersection with Park avenue. These lands at Tashua are still in possession of the descendants of John Mallett in the direct line, mostly, however, in the line of David Mallett, the oldest son mentioned below. John Mallett died on September 23, 1745, and is buried beside his wife in the old Stratfield Cemetery. The inventory of his estate amounted to £2,039. He had disposed of the greater portion of his landed property before his death. The children of John and Johanna (Lyon) Mallett, all born in Stratfield, Connecticut, were: 1. David, mentioned below. 2. Captain John, Jr., born October 16, 1703; married Sarah, daughter of Samuel French; died December 5, 1742. 3. Lewis, born August 14, 1706; married Eunice, daughter of Ezekiel Newton; died September 7, 1790. 4. Johanna, born March 10, 1710; married Zachariah Angevine. 5. Peter, born March 31, 1712; married Mary Booth(?); died January 10, 1760.

III. David (2) Mallett, son of John and Johanna (Lyon) Mallett,



was born in Stratfield, Connecticut, on January 10, 1701, and resided at Tashua, Connecticut, where he was an extensive landholder. He died there August 22, 1777. He married Esther Angevine, a Frenchwoman, of New Rochelle, where she was born in 1711. She died on January 16, 1787, at Tashua. David Mallett's will is dated March 15, 1775, and mentioned his wife, his daughter Esther Wheeler, and his three sons, John, David, and Joseph, but does not mention his daughter, Hannah Porter. His children were: 1. John, born October 28, 1731; married Rebecca Porter, September 25, 1753; died May 25, 1784. 2. Hannah, born September 10, 1733; married Seth Porter, December 27, 1750. 3. David, Jr., mentioned below. 4. Joseph, born March 25, 1740; married, February 4, 1768, Mrs. Jerusha Middlebrook; died September 15, 1818. 5. Esther, born January 1, 1745; married (first) November 26, 1761, John Wheeler; married (second) David Summers; died May 9, 1818.

IV. David (3) Mallett, son of David (2) and Esther (Angevine) Mallett, was born November 15, 1735, at Tashua, Connecticut, and after a lifelong residence in that place died there on July 16, 1822. He married (first) Rhoda French, the daughter of Gamakill French, born in 1740, and died March 5, 1777. He married (second) Bethia Bennett, daughter of Gideon Bennett, born in 1749, and died November 14, 1788. He married (third) Polly Youngs, who was born in 1747, and died March 13, 1835.

David Mallett Jr. kept an inn at The Old Landlord House, north of Chubb brook on Tashua street. His family were sometimes called the Nepucket Malletts, according to Anna S. Mallett in her genealogy of the Mallett family. This was in allusion to a story connecting him with the Indians. An Indian squaw lived on the west side of Tashua street, between Chubb brook and the place now owned by George A. Mallett's heirs. Upon one occasion, before going to "The Salts," as the shore of Long Island Sound was then called, she turned her spotted pig, "Nepucket," into the woods nearby to feed upon the nuts while she was away. Her absence was so prolonged that David Mallett, thinking that she must be dead, caught and killed the pig. Sometime afterward the squaw returned and brought suit against him for the pig, "Nepucket," of whom there remained only a piece of pork. The children of David Mallett, Jr. were: 1. Philo, baptized May 22, 1762; married Eunice Wheeler, July 6, 1780; resided in Canajoharie, New York, where he died April 2, 1820. 2. Benjamin, baptized December 18, 1763; married Olive French, January 6, 1785; died November 6, 1798. 3. Hannah, baptized June 28, 1761; married Isaac Edwards, February 3, 1777; died before 1848 in Waterville, New York, where she resided. 4. Zachariah, married, May 18, 1790, Abigail Osborne; resided in Paris, Oneida county, New York. 5. Aaron, mentioned

below. 6. Rhoda, born May 12, 1765; married ——— Sanford, and removed to Illinois, where she died before 1848. 7. Bethia, baptized September 30, 1781; married (first) in 1801, Jonathan Nichols; married (second) James Hall. 8. Huldah, baptized January 19, 1783; married, in 1807, Amos Hawley Wheeler; died February 23, 1834. 9. David, baptized August 15, 1784; died unmarried, June 3, 1848. 10. Charity, born September 20, 1788; married, December 25, 1811, Stephen Beach, son of Nehemiah Beach; died February 8, 1835.

V. Aaron Mallett, son of David (3) Mallett, was baptized June 30, 1771. He was a resident of Tashua all his life and died there on December 31, 1855. He married, February 24, 1805, Eunice Beach. She was born July 1, 1873, and died in Tashua, November 27, 1860. Their children were: 1. Mary Eliza, born July 3, 1806, died June 3, 1817. 2. George Albert, born January 24, 1808; married, December 24, 1833, Charity Nichols; died March 19, 1893. 3. David Beach, born June 14, 1810, died unmarried, September 13, 1846. 4. Stephen Summers, born May 1, 1812; married Flora M. Sherman, daughter of Nathaniel Sherman, May 17, 1843. 5. Rhoda Clarissa, born August 16, 1814; married, December 24, 1849, Ebenezer T. Sanford. 6. Aaron Benjamin, born December 11, 1816; married (first) November 1, 1843, Jane Elizabeth Hawley, who died May 25, 1851; married (second) December 22, 1851, Lydia A. Sherman, who died April 24, 1884. 7. Mary Melissa, mentioned below. 8. William Alanson, born May 25, 1821; married (first) September 28, 1851, Sarah Augusta Wakeley, who died January 23, 1861; married (second) June 18, 1862, Hannah Elizabeth Walker. 9. Parthenia Eliza, born April 27, 1824; married, May 11, 1864, William W. Wheeler.

VI. Mary Melissa Mallett, daughter of Aaron and Eunice (Beach) Mallett, was born in Tashua, Connecticut, March 8, 1819, and died there February 27, 1852. She married, April 19, 1846, William Nichols, son of Captain John Nichols, of Trumbull, Connecticut, who was born November 30, 1811, and died January 10, 1887. Their children were: 1. Mary Frances Nichols, born November 5, 1847; married, June 19, 1872, Seth Hill, M. D., of Tashua. 2. Child, unnamed, who was born and died on February 27, 1852. (For further reference see Hill Family).

The part of the Mallett family in the wars of our country is an honorable and distinguished one. They gave their sons and their money freely. Descendants in the direct and collateral lines of the progenitor, David Mallett, who served in the Revolutionary War, were: Captain Lewis Mallett, Corporal Lewis Mallett, Private Miles Mallett, Private John Mallett, General Peter Mallett, Corporal Philip

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Mallett, Commissary Daniel Mallett, Corporal John P. Mallett, David Baldwin and Lewis Baldwin (died in a prison ship). Against this array of staunch supporters of the cause of Independence are placed the names of Matthew Mallett and Stephen Mallett, Tories, the former of whom lost his life in the English army; Stephen Mallett had his property confiscated "because he had joined the enemy of the United States."

During the War of 1812, William Mallett served under Commander Philip Walker at Bridgeport in 1814; David Mallett, under Commander Walker, from September 30, to October 3; under Commander Charles Parks, Jesse Mallett, from July 12 to September 17. Isaac Mallett enlisted in 1812 from Catharine, New York, became ill and died in the service near Buffalo. The following is the role of members of the family who served in the Union army in the Civil War: In Company G, Fiftieth Engineers, New York: Sergeant Sylvester T. Malette, Ephraim Malette, Henry Wisner Malette, William Smith Malette, John Fiddler Malette; Huson W. Malette, died in prison at Salisbury, North Carolina; George Able Malette, Connecticut Volunteers; William Averill, Myron Couch, Joel Guild, Charles Bacon, all killed; Eli Plumb Beardsley, Fiftieth Regiment, New York Volunteers; Eli Plumb Burton; Rollin Stiles Burton, died June 30, 1863; Jerome M. Esney, died September 12, 1862. In the Confederate army: Third Regiment, North Carolina, Colonel Peter Mallett, A. Fridge Mallett; Forty-first Regiment, North Carolina, Lieutenant-Colonel Edward Mallett, Adjutant Richardson Mallett; First Regiment, North Carolina, Cecil Mallett, John W. Mallett. Third Regiment, Lieutenant C. P. Mallett; Surgeon Du Ponceau Jones, died; Edward Jones, Edward Jones Eccles, George D. Hooper, Charles M. Hooper.

A journal of about one hundred and eighty pages, written by David Mallett, the founder of the family, and John Mallett, his son, and the immigrant ancestor, was destroyed during the Revolution, but was reproduced in some measure from memory by a descendant, General Peter Mallett, who was familiar with its pages. The following excerpts which have bearing on the above mentioned journal and the early history of the family have been taken from a letter of General Peter Mallett, which explains the loss of the journal, and reconstructs the family history:

In 1769-70, an Irish gentleman, Mr. Bennis, stayed with me, who read the French language better than English, as he received his education in that country. It so happened that he got a sight of the French books given me by my grandmother, among them a great deal of the laws, trials, disputes, &c., and often the name of my grandfather mentioned. Mr. Bennis enquired of me if I knew the history of my forefathers. I told him not, but my grandmother had given me what she called a journal, written by my great-grandfather. I told Bennis of what my good grandmother had given me, but I was never taught to write or read French, although I could speak no other language, but had now almost forgot to speak it; upon which Bennis undertook to translate it into English. If I recollect right, there were 180 pages or more, written in a large book, and

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neatly in the style, and often the custom with the General and Field officers in the army. This book and the English of it, I had laid up carefully at Cross Creek, now Fayetteville, until 1781, when a Colonel Fannen and his troop of horse came there and took the town, broke open the trunks and this, with other books and papers, was destroyed, which, of course, deprives me of giving you a full account; but as I went over the translation of Bennis frequently, and have still in remembrance the substance of what related to my two grandfathers, the first part of which was written by the hand of the elder, (whose name was David), the latter part by his son John, my grandfather.

My great-grandfather, and his family, lived in Rochelle, France. He had considerable command there, either in the army, ~~or~~ civil department, in Louis the 14th time. This is clear—because in his book were copies of several letters from Le Tellier, who was, it seems, a judge appointed by the King, probably for the purpose only to try the Calvinists. Bennis read me of a proclamation, directed to David Mallett, Commissary of the 4th Division. Le Tellier writes at the bottom of this proclamation, a note in very respectful terms, inviting my great-grandfather to recant, and draw his followers over; advises by no means to suffer his family, or those who relied on him, to go near these Preachers, then about, not to depend too much on a Mr. Colbrit, tells him his son the Marquis of Louvois shall meet him at some private place, &c. However, it seems that my great-grandfather would not listen to him; that he, and his five sons led many thousands.

At last the King's troops turned out, took Rochelle, put to death all before them—indeed the cruelties committed among women and children, by the soldiers, is beyond expression. My great-grandfather, with his sons, and such of the family as were spared, made a good retreat into the country, where they made a stand for some time.

In 1686 there were four hundred officers broken on the wheel, among them my grandfather's brother, brother-in-law, and their wives and children, either burned, or put to death other ways, for signing some text to a Rev'd Protestant. My great-grandfather and grandfather, with many thousands, forced their way to some shipping, and landed in England in 1687. From every appearance they brought with them a great deal of money and many servants. In 1691 my great-grandfather died; his age I do not recollect. My grandfather returned to France privately, got away his wife, two children and some money, and two ships, which had either been concealed for him or given in payment for some property. These ships came to England. There my grandfather takes in a number of passengers of his own country, and with three other ships sailed for S. Carolina. Three of the ships arrived off Santee, two, to the south. . . .





Post-Hiller Families

Arms—Argent, on a fesse gules, a lion passant between two roundels of the first, between three arches with columns of the second.

Crest—A demi-lion proper, tongued gules, resting his sinister paw on an arch with columns, gules.

Motto—*In mea spes omnis.*



Of the several pioneer settlers bearing this surname, none was more prominent in the early annals of our country than the founder of the Long Island family of Post. Richard Post, the founder, came into the colonies at their foundation; there is authoritative substantiation for the belief that Abraham Post, the ancestor of the well-known New York Posts, was his brother or a very near kinsman; both ably and notably achieved prominence and influence in their New World homes and left to their posterity a heritage fruitful of courage, character and rectitude. The Post name is traceable back to remote antiquity with its origin in Germany or Holland, its representatives early removing from Holland to England. The olden records render the surname both with and without various prefixes.

(The Family in Europe.)

Herren Van Post is mentioned, as early as A. D. 980, as having taken an active part in the attack made upon Nettelberg, Germany. Adolph Post was a member of the Reichstag of Minden in A. D. 1030, and Ludwig and Heinrich Post were witnesses to a deed in A. D. 1275. Herman Post had lands granted to him in A. D. 1399. He was an uncle of Heinrich Post, and both were progenitors of prominent families.

Goosen Post (or Van Der Post), a descendant of Heinrich Post, held an honorable position as a citizen of Arnheim, Gilderland, Netherlands, in A. D. 1376. He married Janitje, daughter of Peter and Jane (Rapelje) Van Zul, and they had issue: Peter Post, of whom forward; George Post.

Peter Post (or Van Der Post), in A. D. 1399 owned land in or near Elsfoot; he appears to have married Annetje, daughter of George and Elsi (Meyers) Suydam, of Sivolle.

Peter Arnold Van Der Post, probably great-great-grandson of Peter Van der Post and Annetje (Suydam) Van der Post, was born about 1515; married, September 15, 1539, Marragridje Bogert,

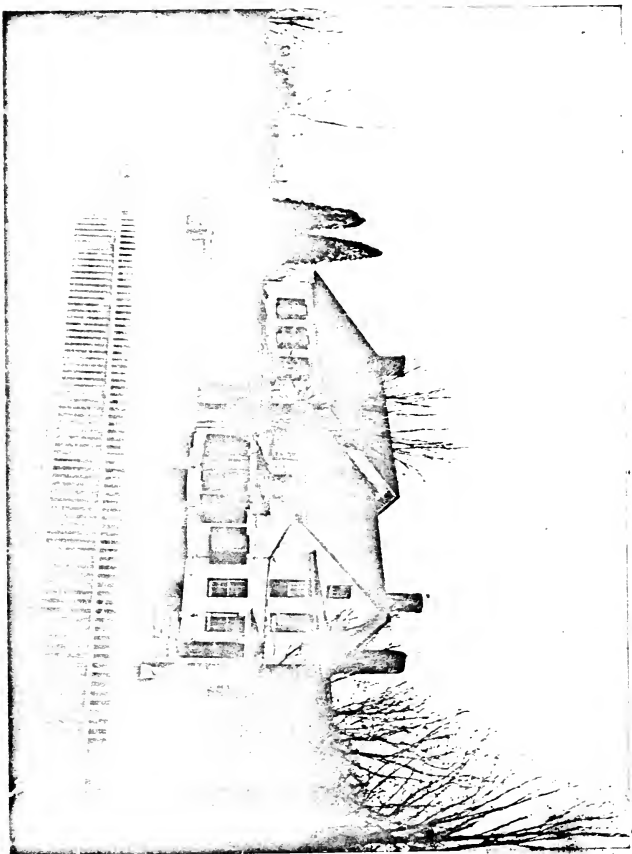
daughter of Jan Bogert. Issue: 1. Jan Van der Post, born about 1540, lived in Oudenarde. 2. Panwel Van der Post, of whom forward. 3. Sarah Van der Post, born about 1546.

Panwel Van Der Post, born about 1544, son of Peter Arnold Van der Post and Marragridje (Bogert) Van der Post, was an iron founder in Oudenarde, and settled in Kent, England. Married, February 7, 1571, Sarah Van Gelder, daughter of Abraham Van Gelder. Issue: 1. Abraham Van der Post, born about 1572. 2. Sarah Van der Post, born about 1574; married Isaac Clerk, of Maidstone, Kent, England, 1607. 3. Susannah Van der Post, born about 1576. 4. Jan Van der Post, born about 1578. 5. Arthur Van der Post, of whom forward.

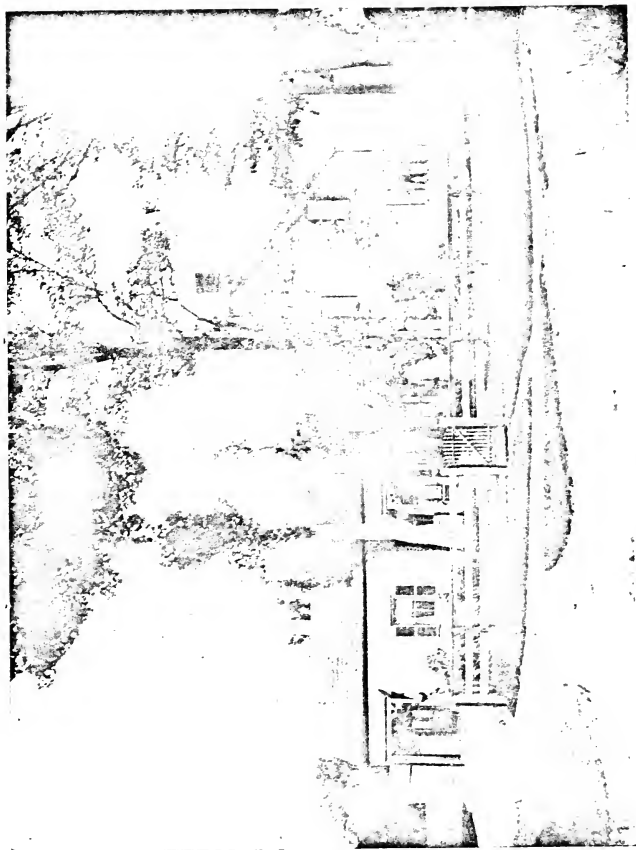
Arthur Post (Van Der Post), third son of Panwel Van der Post and Sarah (Van Gelder) Van der Post, was born in Oudenarde, and baptized August 26, 1580. In a deed dated June 19, 1644, "being of greal age," he gives to his cousin Richard Van Mulhen £10, and to his second son Stephen and his wife Margaret all his lands and tenements in Eastling "formerly in the possession of my eldest son Richard, being now in New England or some parts beyond the seas." His youngest son, Panwel, received all his wearing apparel. Married, February 2, 1614, in Maidstone, Kent, England, Bennet Lambe, daughter of Richard Lambe. Issue: 1. Richard Post, of whom forward. 2. Stephen Post, born November 27, 1618. 3. Panwel Post, born September 3, 1619.

(The Family in America.)

I. Richard Post, eldest son of Arthur Post and Bennet (Lambe) Post, was born in Maidstone, Kent, England, February 4, 1617. He is found in Lynn, Massachusetts Bay Colony, in 1640, and in Southampton (the first English town founded on Long Island, then in the Hartford colony), land being granted him in that town in May, 1643, as a home lot. Soon after, an addition of land was made to that which he already possessed. He was chosen sergeant of the town's trainband in 1651. Later, he was elected constable, an office of much influence at that period. He was made lieutenant, and it was by that title that he was most generally known. The fact that he was owner of a £150 right of commonage, or a full share, shows that he was a man of means and had much real estate. In 1681, he gave lands to his son John, and in 1687 he made an additional gift of lands to John, and also bestowed land upon his son Joseph. Finally, as old age approached, he gave to his son-in-law, Benjamin Foster, and his wife Martha, his house and home lot and also a tract of land at a place called Littleworth, stipulating that they were to take care of and support him and his wife for the remainder of their lives. In 1676, he was one of the patentees of Southampton



OLD POST HOMESTEAD, OLD WESTBURY, LONG ISLAND
From a Photograph Taken by Mrs. Jediah P. Hitler



RESIDENCE OF JAMES POST, OLD WESTBURY, LONG ISLAND

From a Photograph Taken by Mrs. Jediah P. Hiller

who were named in the patent granted by Governor Andros. His homestead, which he gave to his son-in-law, was in modern times the home lot of Captain Charles Howell. It was in the center of the village, on the east side of Main street, and after a lapse of more than two hundred years, became the property of Henry H. Post, a descendant of the lieutenant, and the buildings erected upon it are called the Post Block. The land at Littleworth continued in the possession of the descendants of Benjamin Foster until recent times, the last owner of the name being Captain Seldon Foster. Married Dorothy Johnson. Issue: 1. Martha Post; married Benjamin Foster. 2. Thomas Post. 3. Joseph Post, died November 10, 1721, aged seventy-two years. 4. John Post, of whom forward.

II. John Post, third son of Richard Post and Dorothy (Johnson) Post, was born in Southampton, Long Island, about 1646. By inheritance, or by gift from his father and by purchase, he became a large land owner and was among the most prominent citizens of his community. The homestead of John Post was on the east side of Main street at the "North End," and included all the land between the Commercial Hotel and the homestead of the late Lewis Jagger. His house stood a little north of the house of John F. Fairview and relics of it were found in excavations in late years. The homestead which John Post received from his father he left to his son Jeremiah. It was left by Jeremiah to his son Joseph, and by him in turn to his son Samuel, who had an only daughter, Elizabeth, who married Albert Reeves. Thence, it descended to their daughter, Elizabeth, who married Lemuel Wick, and she left it to her cousin Harriet, wife of Captain Jetur R. Rogers. The large lot on which the Water Works stands also comprised a part of the estate. The following is an abstract of his will:

"In the name of God, Amen. I. John Post, of the town of Southampton in the East Riding of Yorkshire, I leave to my son John Post my house and home and all my land adjoining and my close at the head of the creek and a £50 Right of Commonage. I leave to my son Jeremiah the house and home lot of my father, that he hath given me, and the close that was my father's between the mill path and the Cob pound path. To my son Richard I leave all my close at the Long Springs, and one acre of land lying by it and a £50 right to land at Meox. I leave to my three sons, my £150 Right on Hog Neck and all my lands west of Canoe Place and my land in the Great Plains. I leave to my five daughters, Sarah, Dorothy, Martha, Mary and Deborah, £5 each when married."

This will, dated December 9, 1687, was proved at the Court of Sessions, March 21, 1688, and shows that he died before his father. He makes his wife Mary executrix, and his sons were to live with her until they were of age.

All the families of the name on the east end of Long Island and numerous branches in Pennsylvania and elsewhere are descended from Captain John Post, son of John, son of Lieutenant Richard Post. They have always held a prominent and respected position

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in the communities where they lived. In country neighborhoods "everybody knows everybody," and down to the latest generation it has been a saying in Southampton, the original home of the family: "There never was a Post that wasn't honest."

Jeremiah and Richard Post (sons of John Post) removed to Hempstead, in Queens county; the former left no issue, and the branch of the family concerning which this sketch is written is descended from Richard Post, the younger brother. Both of these joined the Religious Society of Friends.

John Post died before March 21, 1688. Married Mary _____. Issue: 1. Jeremiah Post, left no issue. Resided in Hempstead. 2. Richard Post, of whom below. 3. Captain John Post, born 1679; died March 3, 1741; married Mary _____. Issue: John, Joseph and Isaac Post. Resided in Southampton. 4. Sarah Post. 5. Dorothy Post. 6. Martha Post. 7. Mary Post. 8. Deborah Post.

III. Richard Post, son of John and Mary Post, was born about 1668, in Southampton, and removed to Hempstead. He was a member of the Society of Friends. Married, about 1688, Phebe _____. Issue: 1. Richard Post, of whom below. 2. Joseph Post, born about 1691; married, 1739, "out of meeting." 3. John Post, born about 1693; married, 1740, Phebe, daughter of John and Abigail Willis; no male issue. 4. Phebe Post, born about 1693; married, 1747, Joshua Powell.

IV. Richard Post, son of Richard and Phebe Post, was born about 1689. He was for many years the surveyor of highways for the town of Hempstead, and many of the most important roads were laid out by him. Married, first, in 1732, Mary, daughter of Henry and Phebe (Powell) Willis. Married, second, Elizabeth, daughter of William and Hannah (Powell) Willis. Issue (by first wife): 1. Henry Post, of whom forward. 2. Richard Post, born May 17, 1735; married, August 31, 1757, Hannah Bedle, born August 28, 1734. 3. Mary Post, born December 6, 1737. 4. Jotham Post, born April 14, 1740; died January 25, 1817; married, April 20, 1763, Winifred Wright; she was born 1745, died 1811. Issue: Dr. Wright Post; Joel Post, owner of Claremont, Riverside, New York. 5. James Post, died young. Issue (by second wife): 6. Stephen Post.

V. Henry Post, son of Richard Post and Mary (Willis) Post, was born in Hempstead, August 1, 1733. On May 15, 1758, his father, Richard Post, sold to him "a message or house and lot at the corner of the highways, one leading from Wheatly down by John Willis house, and the other leading from Wheatly down by William Titus house. Bounded south by Thomas Carmons land and east, north, and west by highways." Married Mary Titus, daughter of Edmund Titus, and their descendants are the New York branch.



E. Post

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Issue: 1. Edmund Post, of whom below. 2. Samuel Post, married Jane Titus. Issue: i. Samuel Post, Jr., married Mary Upton; issue: I. Mary Jane Post, married Henry Willets; issue: William Henry Willets, Charles Willets, of Glen Cove. ii. Amelia Post. 3. Daniel Post, married Rosetta Titus. Issue: i. William Post, married Esther Lawrence. ii. Mary Post, married Elwood Valentine. iii. Edward Post, married Elizabeth Post. Resided at White-stone, Long Island, where he led the life of a gentleman farmer; died December, 1870. 4. Lydia Post, died unmarried. 5. Henry Post, born June 11, 1774, died January 30, 1847. He was one of the governors of the New York Hospital, and a partner in house of Grinnell, Minturn & Co. Married Mary Minturn, a descendant of the revolutionary general, Nathanael Greene. They were known as the Minturn-Posts. Issue: i. Mary Post. ii. Lydia Post. iii. Minturn Post, M. D., one of the gov-
ernors of the New York Hospital; married Mary King; four children. iv. Cornelia Post, married Rowland Mitchell; had issue. v. Sarah Post. vi. Catharine Post, married Clayton Newbold; issue: Hen-ry Newbold, Emlen Newbold. 6. Sarah Post, born about 1779; mar-ried John Titus, Jr. Issue: i. Maria Titus, married Stephen Willets. ii. Henry Titus, married Jane Conklin. iii. Lydia Titus, married Rob-ert Willets. iv. Robert Titus. v. William P. Titus, married Ann H. Conklin. vi. Elizabeth Titus, married Jacob Conklin. 7. Isaac Post, born about 1782; married, first, Hannah Kirby; married, second, Amy Kirby. Issue (by first wife): i. Mary Post. ii. Ed-mund Post. Issue (by second wife): iii. Jacob Post, died in 1917. iv. Joseph Post, died in 1916, married, 1854, Mary Jane Ashley; issue: I. Alice Ida Post, born February 7, 1855, married, June 30, 1876, Frank Tabor; issue: Alice Post Tabor, born April 7, 1879; Leslie Tabor. II. Hattie Louise Post, born February 14, 1857, mar-ried, April 27, 1875, Thomas Pollay; issue: Hattie Elizabeth Pollay, born January 8, 1876; John Ashley Pollay, born November 26, 1880, died July 14, 1892. III. Jacob Kirby Post, born February 7, 1867; IV. Amy Post, born 1869; V. Wallace Edward Post, born February 9, 1871; VI. Mary Post, born March 11, 1878; VII. Ethel Post, born April 12, 1881. v. Willett Post, died in 1917; married Jose-phine Wheeler; issue: I. Ruden Post. 8. James Post, born June 3, 1785, died September 8, 1870; married, November 23, 1811, Phebe Willis, who died March 3, 1883. Issue: i. Elizabeth Post, born March 14, 1813, killed by lightning, June 26, 1858. ii. Sarah Post, born July 29, 1815, died unmarried, April 25, 1879. iii. Charles Post, born May 30, 1818, married Maria Amelia Townsend. Issue: I. Emily Post, married William M. Vallentine; issue: Charles P. Val-entine, married Annie Lawrie, and had two children; Helen Val-entine, married ——— Marshall. iv. Rachel Post, born September 25, 1820, died unmarried, December 2, 1908. v. Mary W. Post, born

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June 26, 1823, died April 28, 1851; married, April 28, 1841, Elias Lewis; no issue. vi. Caroline Post, born June 26, 1826, died January 12, 1882; married, October 26, 1847, Daniel Underhill. Issue: I. Samuel J. Underhill, married Emma Albertson, and had issue: Daniel Underhill; Richard Underhill, died young; Helen Underhill, married, October, 1916, L. Hollingsworth Wood; Henry Underhill, married Helen Wallower. Issue: Henry Willets Underhill; Catherine Underhill; Samuel J. Underhill. II. James Underhill, died young. vii. Esther L. Post, born October 11, 1829; married, March 14, 1867, Solomon S. Jackson: issue: Caroline Jackson, married Henry Hicks; issue: Esther Hicks, Edwin Hicks, William Hicks. viii. Catharine Post, born January 19, 1833; married, September 25, 1883, Daniel Underhill, no issue.

VI. *Edmund Post*, son of Henry and Mary (Titus) Post, was born March 27, 1762. Died June 6, 1830. Married, March 5, 1788, Catherine, daughter of Joseph and Hannah Willets. Issue: 1. Lydia Post, married Isaac, son of Stephen and Phebe Rushmore. Issue: i. Stephen Rushmore, married Mathilda, daughter of John and Sarah Powell. Issue: I. Edward Rushmore, M. D., married Clara, daughter of Dr. Riley, of Baltimore; issue: Ellen Riley Rushmore, Stephen Rushmore, Alice Rushmore, William Rushmore, Edward Bayard Rushmore. II. J. Howard Rushmore, married Julia, daughter of David Barker; issue: Isaac Rushmore, David Rushmore, Edmund Rushmore. ii. Edmund Rushmore, died unmarried. 2. Phebe Post, married Henry Willis. Issue: i. Samuel Willis. ii. Edmund Willis, married, first, Julia Lawton; second, Sarah L. Kirby Hallowell, widow of Geoffrey Hallowell. iii. Catherine Willis. iv. Isaac Willis, married Mary H. Seaman; issue: Henry Willis, Robert Willis. 3. Edmund Post, Jr., born October 5, 1792, died July 2, 1832; married November 22, 1815, Mary Rushmore. Issue: i. Henry Post, married Elizabeth Wood; issue: Stephen W. Post; John W. Post, married Phebe Hicks, and had issue: Herbert Post, Arthur Post, Bessie Post; Martha Post; Edmund Post; Charles Post, died young; William Post, deceased; Mary M. Post. ii. Robert Post, married Betsey Haviland; issue: Edmund Post, Phebe Anna Post, Isaac Post. iii. Lydia Post, died unmarried. iv. Edmund Post, married Lydia Titus; two children, died young. v. Stephen R. Post, married, January 18, 1866, Caroline B. Morgan. Issue: I. Helen Buckley Post, born January 1, 1867, married Arthur L. Frothingham. II. Henry M. Post, born October 12, 1873. III. Charles Morgan Post, born September 16, 1875. IV. Morgan Buckley Post, born September 7, 1879, married Agnes Margaret Morgan, May 5, 1906, died November, 1912; issue: Agnes Morgan Post, born March 20, 1907; Helen Buckley Post, born October 19, 1908. 4. Isaac Post. 5. Joseph Post, of whom forward.



Joseph Post



Mary Post

VII. Joseph Post, son of Edmund Post and Catherine (Willets) Post, was born November 30, 1803. He became a venerable and much esteemed member of the Society of Friends, was a pioneer abolitionist, and a warmly attached friend and steadfast co-worker of William Lloyd Garrison, Wendell Phillips, Isaac T. Hopper, Lucretia Mott, and others. With his beloved wife he was among the earliest to welcome the movement for the equal enfranchisement of women, was a devoted friend of peace, of temperance, of social purity, and an equal standard of morality for both men and women. As of Whittier's "Quaker of the Olden Time," so of him it may fittingly be said:

How calm and firm and true,
Unspotted by its wrongs and crime,
He walked the dark earth through,
The lust of power, the love of gain,
The thousand lures of sin
Around him, had no power to stain
The purity within.

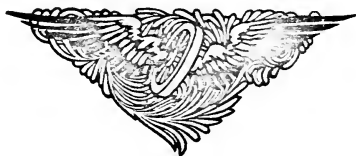
Died January 17, 1888, in Westbury, Long Island, aged eighty-five years. Married, September, 1828, Mary W. Robbins; she was born November 25, 1806, died November 21, 1892. Issue: 1. Elizabeth R. Post, married, first, in 1866, Edward Post; married, second, Jediah Prendegast Hiller; no issue; she resides at Old Westbury, Long Island. 2. Catherine Post, married, in 1865, Samuel Willis. Issue: i. Mary W. Willis, died March 11, 1916; married John Augustus Albertson; issue: I. Ethel M. Albertson, married, October 29, 1913, Arthur Post. Issue: Richard Post, born January, 1914. II. Augustus Raymond Albertson, married, September 8, 1914, Harriet Cadwalader. Issue: John Augustus Albertson, born September, 1915. ii. Phebe P. Willis.

Jediah Prendegast Hiller, son of Richard Hiller and Hannah (Garfield) Hiller, grandson of Jonathan and Johanna (Briggs) Hiller, great-grandson of Nathan and Abigail (Wing) Hiller, and great-great-grandson of Benjamin and Priscilla (Irish) Hiller, of Dartmouth, Rhode Island, was born in Jamestown, Chautauqua county, New York, March 15, 1826. He was brought up on his father's farm at Jamestown, and in addition to assisting his father in cultivating the farm he engaged in mercantile business and for several years also prosecuted a profitable lumber business in Jamestown. He removed to Roslyn, Long Island, about 1880, where he became associated with William Willets in the purchase and sale of live stock, bringing to their yards cattle which were readily sold to the Long Island farmers for fattening, or for the production of milk and butter. In 1885 he removed to a fine farm at Old Westbury, which had been presented to his wife by her father, Joseph Post, in the well-known settlement of thrifty farmers. In Old Westbury he found

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congenial friends and neighbors, and his life of industry, fair dealing and conscientious fellowship won for him the love and esteem of all with whom he associated either in a social or business way. He proved himself a helpful, generous and sympathetic friend, and his experience in the business world rendered his advice, which he gave readily to all who consulted with him, valuable and appreciated. His concern in the civic welfare of the town and county was alert and continuous, and he supported all measures calculated to benefit the people of the community, and was at the same time a pronounced enemy to all measures that were questionable in their effects on the morality of the neighborhood in which he lived. He was a Democrat in national politics, but not a pronounced partisan. He lived to celebrate the anniversary of his seventy-third birthday, and his death on June 28, 1899, was a sad bereavement in his home, his town and county, and wherever he was equally well known.

He married, October 10, 1884, Elizabeth R. Post, daughter of Joseph and Mary W. (Robbins) Post. [See Post].





J. T. Miller



Elizabeth P. Heller.

Prof. Theodore Barrows Stowell

Arms—Gules, a cross masculy argent.

Crest—A dove, wings expanded argent, holding in the beak an olive branch proper.



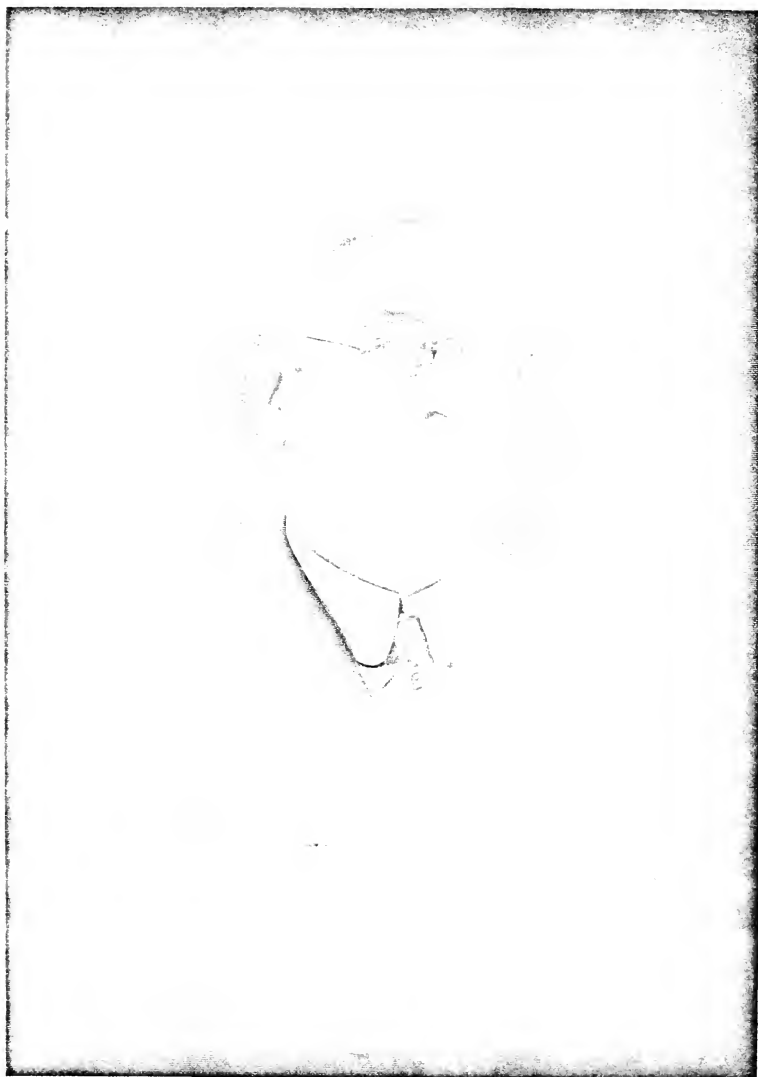
HERE is no more vital factor in community life than that of public education. The training of the youthful mind in the formulative stage along those lines which will prove most beneficial to it in later life is a task which to the community is a large and life-size problem. The more progressive the community, the greater the care and attention given to education. The more intelligent and capable the men into whose hands the direction of education is given, the greater the value to themselves and the world are the recipients of the training. It is admitted that a sound education is the best basis on which to begin a career in any walk of life. This fact is especially true in the business world. The sending of a youth into the battle of life equipped poorly or without the tools necessary for combat is no less criminal than the sending of an ocean liner on a voyage unequipped with life-savers sufficient for its passengers. The element of chance that the ship will sink is no less great than that the man will fail. The improvement in the quality of business education and preliminary training has increased a hundred fold within the past few decades, due to an awakening on the part of the people to the absolute necessity of a good foundation on which to begin a career, and due also in a large degree to the demand for specially trained experts. Specialization along one particular line of effort has characterized the industrial world for a considerable period, and has been the cause of the existence of schools wherein men can be especially trained for work. In every city throughout the entire country are to be found schools devoted solely to education along sound business lines, and at the head of these schools are to be found educators of the highest order, men of keen business perceptions, the highest intellectual ability, able students of the times and the demands of the times in the world of commerce, finance, the industries, etc. It is becoming more and more impossible for the unskilled and untrained worker to find a place in the business world, which now demands the trained and efficient specialist in one line of work. The business schools and special schools of the country are fulfilling a well defined need in preparing those who come to them to better cope with the existing industrial conditions. The higher grade of these schools are of the greatest importance in the fields to which they minister,

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and the men who direct and manage them are of a recognized and high status in the ranks of educator.

The late Professor Theodore Barrows Stowell, well-known educator, and principal of the Bryant and Stratton Business College, of Providence, Rhode Island, was one of the most prominent educators in the field of business of the past few decades. His prominence in Providence, however, extended beyond this field, for he was a well-known figure in the public life of the city and also in its club and social life.

Professor Stowell was a native of the State of Connecticut, and a member of the prominent old Sowell family of New England. Immigrants of the name were among the earliest in the New World, and their names are found on the early Colonial register of most of the colonies of New England. Professor Stowell was a descendant of the Connecticut branch of the family, and was the son of Stephen Sumner and Cornelia Williams (Stebens) Stowell, old and highly respected residents of the town of Mansfield Center, Tolland county, Connecticut, where he was born on July 8, 1847. Stephen Sumner Stowell was the owner of large property holdings in Mansfield Center, and a farmer on a large scale there. Here young Stowell grew up amid the healthful surroundings of the country life. He early evinced a strong taste for study, and was unusually proficient in his school training. He found a deep interest in literature, but with all his scholarly inclinations had in his nature the thrift and practical ability of the true New Englander, a keen business sense. Both of these elements were strong in his nature, and his life-work proved to be a harmonious combination of the two. He received the elementary portion of his education at the Woodstock Academy, in the town of Woodstock, Connecticut. His was a nature which never ceased to strive after learning, and though he completed his formal schooling early in life, he continued an eager scholar to the time of his death. After his graduation from the Woodstock Academy, he entered the Connecticut State Normal School at New Britain, Connecticut, with the intention of preparing himself for the profession of teaching. The Connecticut State Normal College, at that time the best institution of its kind in New England, offered an exceptional course in the line which he intended to pursue for his life's work. Upon completing a course there, during which he showed himself to be a student of more than ordinary ability, Professor Stowell went to Bridgeport, Connecticut. Here he became a teacher in the Toilsome Hill District. His ability in handling pupils of a school soon brought him to the notice of educational authorities in the city, and he came to have the reputation of being unusually qualified in the teaching profession. He gradually assumed a place of greater importance in the ranks of the educators of prominence in the city. In 1870 he received an offer from the Bristol Ferry



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A. B. Starnell.

School of Portsmouth, Rhode Island. This offered him greater opportunities for advancement and he accepted it, remaining at the above mentioned institution for two years.

The demand for an institution which would offer an adequate course for preparation for the business world was gradually increasing and assuming the proportions of a necessity in Rhode Island, and more especially in the city of Providence, and in 1863 the Bryant and Stratton Business College was established in Providence by H. B. Bryant and H. D. Stratton of that city. The college filled a well-felt need in the community, and was successful from the very beginning, gradually increasing its teaching staff and broadening the scope of its curriculum. This period of gradual development covered nine years. In 1872 Professor Stowell received an offer from the Bryant and Stratton Business College to become a member of its staff of teachers, and in this year he began his connection which continued until the time of his death, a period of forty-four years. For six years Professor Stowell remained one of the teaching staff of the institution, and in 1878 was chosen its president, which office he filled until 1916. Under the direction and management of Professor Stowell, the school was brought to a higher standard of efficiency than any other of its kind in the city of Providence and assumed a very high status among the schools of its kind in the country. With the gradual change in business conditions during the several decades in which he was at the head of this institution, he added to its curriculum many different branches of work for which a demand had heretofore not existed, but which the development of industrial, commercial, and financial organizations now made necessary. The unwillingness on the part of the employers to accept unskilled and untrained workers and to spend time and money in the process of fitting them for their places in their establishments, and the gradually increasing demand for specialized labor and technically trained workmen, brought to the school a vast number of pupils.

As has already been stated, Professor Stowell was a man of keen business instinct, thoroughly well acquainted with the happenings in the business world, and able to perceive the change of conditions which later proved the cause of financial success for the institution. From the very beginning of his connection with it, it prospered financially. In 1878 he bought out the interests of Mr. Bryant and Mr. Stratton and became sole owner of the college which still continued to be known, however, as the Bryant and Stratton Business College. Six months before his death, Professor Stowell's health began to fail, and during the term of 1915 and 1916 he was able only occasionally to leave his home and attend the school. It was then that negotiations were entered into with the Rhode Island Commercial School for the consolidation of the former institution with

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the Bryant & Stratton Business College. Negotiations were completed in the latter part of April, 1916, and the two became one. Professor Stowell was chosen the president emeritus of the college but he held this honorary title for only one month.

The position which he occupied in the educational circles in the city of Providence was the highest. He was recognized by Brown University in the month of June, 1915, when he received the honorary degree of Master of Arts. In addition to his interests in the world of education and literature, Professor Stowell was also a well known figure in public life in the city of Providence. He was for several years a member of the Providence Chamber of Commerce, and in this capacity brought about many needed reforms. He was also prominent in many societies and clubs, among which were the Barnard Club, the Eastern Commercial Teachers Association, the Congregational Club of Rhode Island, the Town Criers and the Rhode Island Rotary Club. His religious affiliations were with the Congregational church and both he and Mrs. Stowell attended the Beneficent Congregational Church of Providence.

On January 1, 1871, Theodore Barrows Stowell was married to Florence A. Taylor, a daughter of Charles L. and Ruth E. (Dailey) Taylor, of Plymouth, Connecticut. Mrs. Stowell survives her husband and resides at No. 13 Pallas street, Providence, Rhode Island.

(The Taylor Line.)

Arms—Ermine on a chief dancettée sable a ducal coronet or, between two escallops argent.

Crest—A demi-lion rampant sable holding between the paws a ducal coronet or.

The Taylor family of the State of Connecticut, of which Mrs. Stowell is a member, is one of the oldest and most distinguished in that region, and ranks among its members, in present and former generations, men who have brought honor on the family name in the field of public affairs, in the professions and in business life. The family was established in America in the early part of the seventeenth century.

Taylor is an English surname of the occupative class, and signifies "the taylor," a cutter-out of clothes, a maker of clothes. The medieval English form of the word is tailor or taylor; the old French form, tailleur, a cutter, and it is from this latter form that the English took its origin. The trade-name now uses the English form tailor, while the surname is universally spelled Taylor and Tayler. The name enjoyed a great popularity during the earlier centuries following the adoption of surnames throughout England, and is found often in the early rolls, the Hundred Rolls of 1273 having fifteen different spellings of the name. In England to-day Taylor is the fourth commonest patronymic, preceded only by Smith, Jones and Williams.

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Charles L. Taylor was born in Warren, Connecticut, the scion of an old and well-known family of that place. Left an orphan by the death of both his parents in his early childhood, he was thrown absolutely on his own resources, and in early youth left Warren and went to Plymouth, Connecticut. Here he served a term of apprenticeship as a mechanic, shortly qualifying as an expert mechanic. He became superintendent of one of the largest lock factories at Plymouth, Connecticut. He possessed mechanical and inventive genius in a large degree, and rendered services of a nature which made him one of the most valued men in his line of work in the establishment. Charles L. Taylor died at the early age of forty-one years. He married Ruth E. Dailey, of Connecticut. They were the parents of two children: 1. Florence A., mentioned below. 2. Lillian, who married Ferdinand Lotus, of Bristol, Connecticut, and died aged fifty-one.

Florence A. Taylor, daughter of Charles L. and Ruth E. (Dailey) Taylor, married, January 1, 1871, Theodore Barrows Stowell, of Providence, Rhode Island.



Dr. Hall Jackson

BY RUSSELL LEIGH JACKSON, PORTLAND, MAINE



IN that section of Portsmouth once known by the quaint old appellation of "Strawberry Bank," now known as the parish of North Portsmouth, nestled by the roadside along the picturesque Point Christian shore, stands an ancient weather-beaten farmhouse. Its architecture is clearly indicative of the early colonial period, that era immediately preceding the eighteenth century, and like all houses of this early type it has become the Mecca for hundreds of tourists passing through the ancient village. It is not unlike the quaint old Salem houses made famous by Hawthorne, as one stands at a distance and scans the weather-beaten and moss-grown exterior. Close at hand, between the most verdant banks, flows the Piscataqua river on its way to the Narrows, beyond which are the famed Isles of Shoals, or Smith's Isles, as they were once and much more appropriately called. At the rear side of the old house runs Northwest street, a beautiful country lane, bordered by growing wild shrubs, and skirted at intervals by thick growth. It is from this thoroughfare that the best view may be obtained.

For two centuries and a half, for it was built in 1664, the house has stood like a ghost of the past, sheltering within, generation after generation of a family which has achieved prominence in the history of the State. Its steep sloping roof, reaching within a very few feet of the ground and so resembling the old Currier house on High street in Newburyport, is always an admired feature of its architecture. Its small, many-paned windows and stout oaken doors lend an appearance of antiquity which is characteristic of the excellent taste of our early colonial period.

So stands, as it has stood these many years, the ancient Jackson house, the home of John Jackson, the immigrant, and of the succeeding generations of the prominent and respected family of that name. At his death it was inherited by his son, Clement Jackson, who married Sarah Hall, and they became the parents of the well known Dr. Clement Jackson. Here also was born, November 11th, 1739, to Dr. Clement Jackson, during the reign of King George II, the celebrated New Hampshire surgeon, Dr. Hall Jackson. At the time of his birth, the older Jackson, his father, was one of the most prominent physicians of the village, and doubtless the talents which

were so eminently displayed in the son's career were inherited in a large sense from him.

Mrs. Jackson, the mother, was born of an old New Hampshire family, a daughter of Deacon Thomas Leavitt, of Hampton, and his wife, Elizabeth Atkinson, of Newburyport, a descendant of the well known Theodore Atkinson, of Boston. From his paternal family, Hall Jackson inherited the blood of the Waldrons and the Halls of New Hampshire, his name having been given him by his paternal grandmother, a daughter of Sergeant Joseph Hall, of Greenland, and his wife, Elizabeth Smith, a native of England. Thus, Hall Jackson came into the world endowed with the best blood of two States and an heritage of which anyone may be justly proud.

A short time before his marriage to Miss Leavitt, Dr. Clement Jackson removed to Hampton, where he commenced the practice of medicine. In this village the doctor's two older children were born. Shortly afterwards the family returned to the old homestead in Portsmouth. Here in old "Strawberry Bank" the boy attended the village school where he obtained the first rudiments of his education. Later he entered the office of his father and began the study of medicine. Born with the natural instincts of this profession, he made remarkable progress, and when he was still but a boy he went to London, then the acknowledged centre of the medical world, and finished his education by attending a series of lectures in the public hospitals of the metropolis. His stay in London was of the greatest benefit to him, as it enabled him to meet and converse with the greatest medical men of that period. In this way, through personal observation and experience, he attained a better knowledge of medicine and surgery than he would have had he spent four years in study at Harvard or Yale.

After remaining in London a year, Dr. Hall Jackson returned to Portsmouth, where he opened an apothecary shop, and established himself as a physician and surgeon. In the latter science he rapidly gained prominence, and his labors soon became so great that he was obliged to discontinue the apothecary business and devote himself to his profession.

He remained in Portsmouth two years, after which he removed to Hampton, where he established himself on his grandfather Leavitt's old farm. Dr. Jackson always regarded Hampton with a feeling of deep interest, and we may believe that the townspeople looked upon the young surgeon, the son of Sarah Leavitt, a daughter of Hampton, with a feeling of pride. The old Leavitt homestead was a great colonial farmhouse, surrounded by historic associations, and which had sheltered four generations of the family. His residence in the delightful old village lasted only a few years, but, as was afterwards said, they were among the happiest of his life. He

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shortly returned to Portsmouth, and devoted himself to the practice of surgery almost exclusively.

From this period on, his progress in the medical world was marked, and it was about this time that he first attained any real prominence outside of Portsmouth and Hampton, for in 1764 he was summoned to Boston to perform the duties of inoculation for a people devastated by a terrible small-pox scourge. Although he had at this time barely reached his twenty-fifth year, his reputation had become so great and far-reaching that he was classed among the best medical men of New England. He remained in the stricken town until the pestilence had finally subsided, a period of about three months. His skill in treating this disease became very great, and returning to Portsmouth he opened a small-pox hospital, together with Drs. Ammi R. Cutter, Joshua Brackett, and John Jackson, a cousin, all of Portsmouth, the same being located on Henzell's Island. His persistent and untiring energies in attending small-pox patients weakened his condition and placed him in a state of susceptibility to the disease which he contracted during the latter part of the year 1773, being at that time confined in the Essex Hospital.

On December 1st, 1765, an important event occurred in the life of Dr. Hall Jackson, for he was married to the wealthy Mrs. Wentworth, widow of Lieut. Daniel Wentworth, of the Royal Navy, and a daughter of Captain Samuel Dalling, of Portsmouth. The young Mrs. Jackson had been reared in the best society, and when a young girl still in her teens she had married a scion of the Wentworth family, her husband being a grandson of the Hon. John Wentworth, Lieutenant-Governor of New Hampshire. Such an alliance between the Wentworths and the Dallings, both of the oldest families of the colony, quickly brought the young bride into prominence, and when after a few years she was left a widow, her charms, graciousness and beauty made her the object of attraction to the whole countryside.

About a year after his marriage, the doctor's only son, Theodore Jackson, was born. He did not live to attain manhood, being cut down in the flower of his youth at the age of eighteen. The only other child of Doctor Jackson was a daughter, Mary Elizabeth, born in 1769, and who subsequently became the wife of Dr. Joshua Gee Symmes, of Andover. Mrs. Symmes, who enjoyed the rather unique distinction of being the granddaughter, the daughter, the wife and niece of physicians, died a widow in November, 1808, at the early age of thirty-nine years. Thus "the Surgeon of New Hampshire" failed to leave any direct descendants, although his name has been borne by at least four collateral descendants, and his mother's name honored by as many more direct descendants.

The approaching storm of the Revolution, strengthened by the

reports of the Boston Massacre and the memorable Tea Party, was of vast importance to the Jackson family, for with it loomed up many differences between the doctor and his closest friends. The Wentworths, with whom he had always been on the most intimate of terms, were decidedly loyal to the Crown, and were among those proscribed by the New Hampshire Legislature. Worse than this, however, was the great difficulty which the crisis brought into his immediate family; for his brother-in-law, Dr. Stephen Little, the husband of his youngest sister Sarah, and a man whom the medical fraternity of that period admired and respected, following the example set by the governor, cast in his lot with the Mother Country.

Dr. Little was at that time a man of thirty years, a native of Newbury, Massachusetts, his birthplace being the historic old family homestead on Turkey Hill, and he a member of one of the oldest and wealthiest families of the colony. His attachment to the Jackson family had always been very strong, and his marriage to Miss Jackson hastened his recognition in the medical world. At the opening of the Revolution he was known as one of the best physicians in the town. As might naturally be expected, Dr. Little's decision was received with great sorrow not only by his own family but by the townspeople to whom he had endeared himself during his ten years' residence in Portsmouth; but after his proscription in 1778, his position became so uncomfortable that when Governor Wentworth; his brother-in-law, John Fisher; Andrew Pepperell Sparhawk, and others, embarked for England, he gladly became one of the party. On his arrival in the Mother Country he was tendered a commission as surgeon in the Royal Navy, in grateful recognition of his fealty to the Crown. His death occurred in London on July 11th, 1800, far from the spot of his birth, and separated by the decree of the Legislature from the society of his family and friends.

So far as is known, Dr. Little never returned to the place of his birth or to Portsmouth, but the descendants of "The Tory Doctor" still cherish to this day the tradition of his secret visit to the Isles of Shoals some years before his death and of his wife's visit to that famous spot to see her outcast husband, at that time one of the most trusted and honored of the King's naval officers. Whether this story is true or not, it cannot be said, but it is such a pleasing and romantic legend of the days gone by that it is worth perpetuating.

The excitement caused by the news of the first bloodshed of the Revolution had hardly subsided when the patriotic citizens of Portsmouth prepared to raise a military force to oppose the King's troops, should they be likely to enact again such an occurrence as that at Concord bridge. Five days after that memorable skirmish which marks the actual commencement of war between England and her American colonies, Dr. Jackson, imbued with the noble



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spirit of independence and a feeling of patriotism which has ever been a noticeable trait in the family, wrote to Col. Jeremiah Lee, temporary commander of the colonial forces, offering his services in raising a company of minute-men. The letter, which portrays in an excellent manner the doctor's pleasing style, reads as follows:

PORTSMOUTH, NEW HAMPSHIRE, April 24th, 1775.

To Colonel Jerem^h Lee:

DEAR SIR:—Although this is no time for ceremony or compliments, yet so great is the pleasure I feel on your escape from the hands of violent and wicked men that I cannot help congratulating you. May God Almighty continue to be your safety and defence.

Could it be thought advisable for us to leave the seaports, I should long before this have been with you at the head of a company as good as ever twanged a bow. Inferior in military discipline to none, they are anxious and eager to be with you.

You well know that the art military has been my hobby horse for a long time past. I have vanity enough to think that the recommendation of an immediate perusal of the enclosed volume to the officers in the United army will not be thought impertinent at this time, considering the nature of our country; considering the natural genius of our men, no piece could be better adapted to our circumstances.

Our men are natural partisans. Witness the Rogers, Starkes and Shepherd, etc., etc. Did they not in the last war take the very sentries from off the walls of our enemies Fortresses in the heart of their Country? I cannot help thinking that some Horse might be employed to great advantage if our adversaries should ever venture abroad again. I have published some pieces on this subject in our papers, but the New Hampshire Gazette can hardly be called a proper channel to convey one's ideas to the publick. Might not some of the principal parts of the Partisan be given in manuscript to some of our Officers, Dear Sir, I hope you will not construe this my humble opinion into impertinent dictation. We are all embarked in one cause, and from the ideas of all (though some may be simple) some things of consequences may be collected. With humble submission to the better judgment of every one, I conclude.

Your most obedient, most obliged humble servant.

H. JACKSON.

P. S. I have been in my sulky more than once to pay you a visit but my friends have prevented me. When opportunity offers remember me to Mrs. Lee and family.

As I apprehend there is not many books in the country, you will make what use of this you think proper, so that I may have it again hereafter.

Yours,

To Colonel Jeremiah Lee.

H. J.

One of the greatest honors which ever came to Dr. Jackson was the summons he received to attend the wounded at the battle of Bunker Hill. Accordingly, on June 19th, two days after the conflict, he journeyed to Cambridge for that purpose. The people of Boston, whom he had visited eleven years before during the small-pox scourge, had not forgotten him, and everywhere he was received with the greatest manifestations of pleasure and respect. He remained in the vicinity of Boston and Cambridge throughout the summer, administering to the wounded. The American Archives, under date of November 13th, 1775, show the recommendation of Governor Hunking Wentworth to the New Hampshire Congress to remunerate Dr. Hall Jackson for his services at Cambridge.

During the autumn of the same year, the doctor recruited a company of artillery, having received orders to that effect from General Sullivan, the doctor's offertory letter to Colonel Lee (previously given) having been made public to the war council. The company

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was mustered in on October 27th for the short term of fifteen days, which expired on the eleventh of the following month. The body was well supplied with munitions, one of the best in New Hampshire, and from the following letter of Doctor Jackson to the Fourth Provincial Congress concerning the disposal of arms and munition-stores, it is evident that they were for the large part received through the personal bequest and influence of the doctor:

PORTSMOUTH, Nov. 8th, 1775.

To the Fourth Provincial Congress.

GENT:—By order of General Sullivan I raised a Company of Artillery consisting of 42 men, officers included, their particular duty was to take care and Exercise the Brass Field Ordinance, and in case of attack to move with said Artillery from place to place as they shall be ordered; the term enlistment was 15 days which will be expired the 11th instant.

The Pieces and utensils are of great value and I have in my possession the following valuable and important stores: 60 pounds of Flannel cartage with Canasters of Lead shott, each cannaster contains 48 musket Balls; 40 rounds paper cartridges; 24 single canisters charged each 48 balls; 6 dozen trimmed wooden wadds; 1 dozen Port fuses; 24 Tent tubes charged with quick match and Composition.

Many of the stores I received by a special request from the Laboratory at Cambridge and are too much importance to be left without proper persons to take the care of them.

I beg to know whether some few of the company may not be retained in the service for the said purpose & whether I shall keep the stores in my hands until further orders,

I am with great respect, your hum^l serv^t

HALL JACKSON.

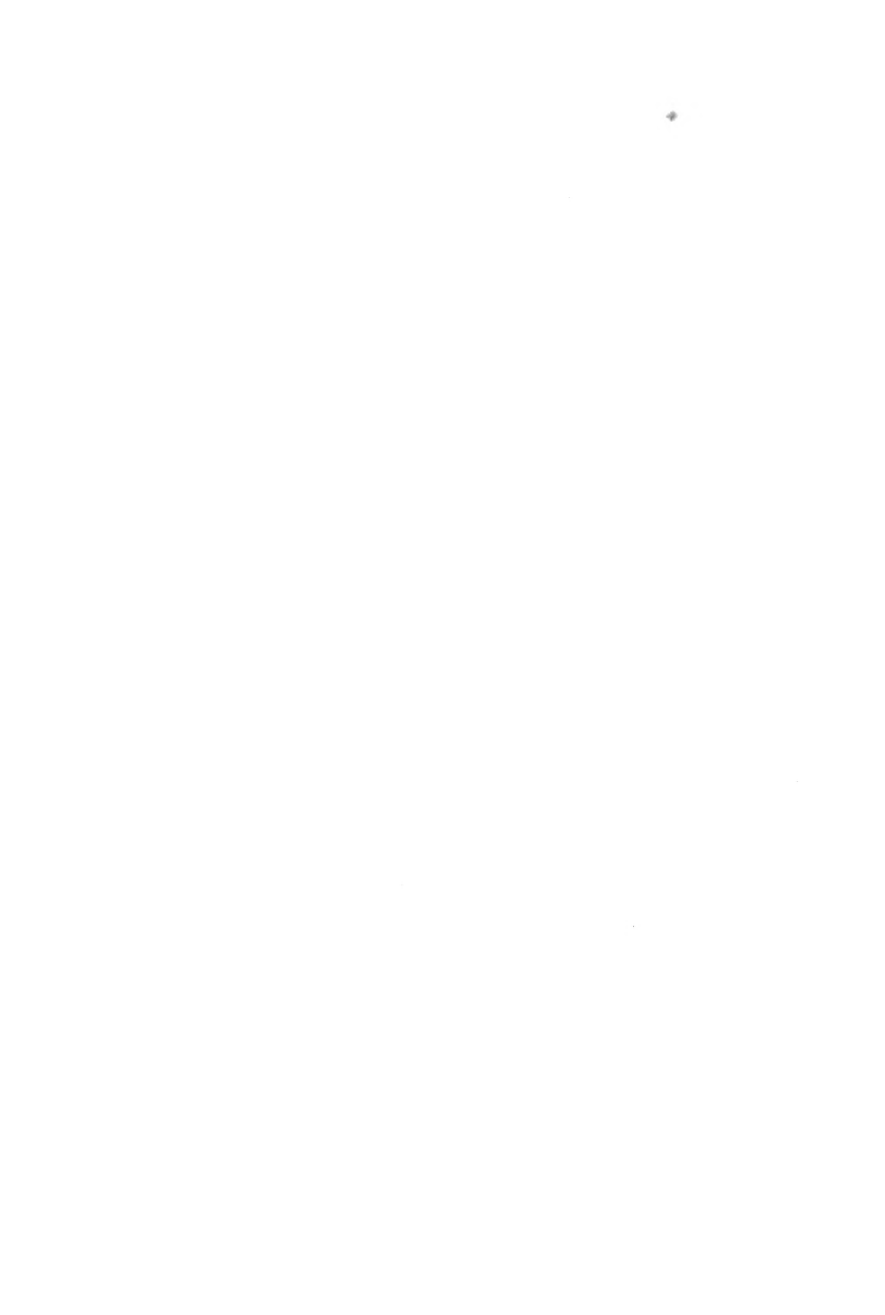
Further stores: 1 doz. of tubes uncharged; 3 doz. round $2\frac{3}{4}$ iron round shot; 3 port-fire stocks; 3 small bundles slow fire match.

The muster roll of the artillery company of which Dr. Jackson was in command (consisting of forty-two men, Lieuts. Yeaton, Dearing and Marden) may be found on page 23 of volume XVII of the State Papers of New Hampshire.

Dr. Jackson gave lavishly of his means, in fact, embarrassing himself and family for the cause of American liberty. Such was the true patriotism of many an American of those days. We have for example but to read what history says of Nathaniel Tracy and the Hon. Tristram Dalton, two wealthy Newburyport merchants who were reduced to poverty for the sake of American liberty, and there are hundreds of others who suffered the same calamity.

In the autumn of 1776, five matross companies under the command of Colonel Pierce Long were organized and stationed for the defence of Piscataqua Harbor. Dr. Jackson was honored with an appointment as surgeon of this regiment, which remained in Portsmouth until November 23d of the same year, when it was ordered by Gen. Artemas Ward to reinforce the army at Fort Ticonderoga. The execution of this command gave this regiment the signal honor of being among those which under the famous Ethan Allen captured the stronghold of Northern New York.

On November 14th, 1775, the Provincial Congress of New Hampshire voted its thanks to Dr. Hall Jackson, and further voted that



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he receive a commission from this Congress as chief surgeon of the New Hampshire troops in the Continental army.

Throughout the six years of warfare with England, Dr. Jackson played a most important part as chief surgeon of the New Hampshire troops. He was given entire charge of the welfare of the army, and was for the most part of each year in constant attendance on the troops.

As previously mentioned, he was much embarrassed by the failure of the New Hampshire Congress to make him remuneration, for, as he states in the following letter, he gave up his practice, which was the source of his income, and which always averaged between three hundred and fifty and four hundred pounds a year, and had devoted himself constantly to the performance of his duties. It was some time after his appointment as surgeon before he was able to secure a commission as such.

The following letter has not been identified, but it was doubtless written to some person in authority, perhaps to some member of the New Hampshire Congress:

PORTSMOUTH, Oct. 27, 1775.

DR SIR:—You are well acquainted how suddenly I left my business to assist in the army and the difficulty it is to regain Our Business when once got into other hands. I would have willingly returned home in ten days, but both officers and surgeons would not hear to it and I have vanity enough to think I have been of some service to the Faculty as well as to the soldiers in general. My not having any Commission of authority from our Congress has prevented my drawing any pay or provision as yet, tho' I have paid Mr. Bishop 12 s. per week myself and 7 s. per week for my horse and indeed, sir, to tell you the truth I am quite exhausted—no money and drove with my Family out of town. I have a letter from John Langdon he sais I shall be honorably provided for, but must get from our Congress a Commission and allowance for past services. Your kind attention to the merits will lay me under an obligation that I cannot easily repay.

y^r most humble serv^t

HALL JACKSON.

As stated Doctor Jackson received his commission from the Provincial Congress on November 14th following. At one time during the war he was nominated chief surgeon of the entire Continental army, and such a recommendation was sent to Gen. Washington, the commander-in-chief, but he was not confirmed in this position. There is small doubt but that he would have made a most excellent officer in that capacity, as his services in Boston in 1764 and again at Bunker Hill reflected his personality throughout the colonies.

Following the surrender of the British forces at Yorktown, Dr. Jackson relinquished his duties as surgeon of the New Hampshire troops, and set about to pick up the threads of his practice, which had become snarled and tangled during his service in the army. He found little difficulty in this, however, and in a comparatively short time had fully regained his former practice.

In politics Dr. Jackson was a Federalist, and was a close personal friend of Jacob and James Sheafe, both prominent men of Portsmouth, but decidedly unpopular with the new party which broke



away from the Federalists and appropriated the cognomen of "Republican." He might easily have had a successful political career, but politics were not interesting to a man who had so diligently followed the science of medicine. His attitude toward the Jay treaty of 1793 made him somewhat unpopular, and he was the object of severe criticism during the excitement which followed. In that year, John Jay, Ambassador to the Court of St. James, signed a treaty with the English nation, which was clearly to the advantage of England but hardly so to the United States. The administration was severely criticised for allowing such a treaty to be made, and Jay was publicly burned in effigy in nearly every town and city in New England. There was such a turmoil in Portsmouth, caused by the opponents of the administration, or Republicans, who said that the country had been sold, that considerable damage was done to property. Dr. Jackson being a Federalist, and consequently approving of anything that the administration sanctioned, became the object of the howling mob, and his mansion on the corner of Court and Washington streets was attacked, several panes of glass broken by stones, and members of his family and servants barely escaped injury. When the news of the treaty arrived, Dr. Jackson was in Rye on a visit, and, as Brewster in his "Rambles" says, "being convinced that a poorer town could not then be found in the country—as utterly different in wealth and prosperity from what it is now as black is from white, listened to the story of the country having been sold for British gold, which by the way included the information that Rye had been sold along with it, and in his characteristic wit, replied as follows:

"If Rye to Great Britain was really sold,
As we by some great men are seriously told,
Great Britain, not Rye, was ill-treated;
For if in fulfilling the known maxim of trade,
Any gold for such a poor purchase was paid,
Great Britain was confoundedly cheated."

Naturally, the doctor's popularity suffered in Rye.

In December, 1784, Dr. Jackson lost his only son, Theodore, a young man of eighteen years, exceedingly well liked by the people of Portsmouth. From this shock the doctor never fully recovered. Not quite four years later, his father, Dr. Clement Jackson, passed away at the advanced age of eighty-three. Although never so prominent as his son, Dr. Clement Jackson was an excellent physician, well liked and popular. He was born in the town on the 24th of March, 1705, the second son of Clement and Sarah (Hall) Jackson. His only surviving brother was the Rev. Joseph Jackson, of Brookline, a prominent and learned divine.

Dr. Hall Jackson was an agreeable companion, a refined and cultured gentleman of the old school, possessing many of those rare



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and spritely talents which we do not observe today. He was a member of several societies, which found their entertainment greatly enlivened by his presence, among them the Masonic order, in which he was eminent. He was an early member of old St. John's Lodge of Free and Accepted Masons, the second oldest in New England, and in 1790 was elected grand master of the Grand Lodge of New Hampshire, being the first to hold that position. In 1793, Harvard College conferred upon him the degree of Doctor of Medicine, in 1783, ten years before, he had been elected an honorary member of the Massachusetts Medical Society, in recognition of his great service in the advancement of medical science.

Dr. Hall Jackson died on the 28th of September, 1797, following a short illness which was the result of an accident. He was about to respond to a patient's call when his sulky upset, throwing him heavily to the ground and fracturing several ribs. The ensuing fever terminated his life. Adam's "Annals of Portsmouth" pays the following tribute to him:

"As a physician, he was skilful; as a surgeon, eminent. No operation of importance was performed for many miles round without consulting him, and seldom without his aid. He had great experience in the small-pox; and many hospitals, which were established for inoculating with that disease, were committed to his care; and he was remarkably successful in conducting his patients safely through the disease. In the obstetric art he obtained high reputation, and was frequently applied to for advice and assistance in difficult cases by persons who did not generally employ him. He frequently performed the operation of couching, and always with success."

His gravestone in the old North Cemetery, Portsmouth, New Hampshire, bears the following inscription:

In memory of
Hall Jackson, Esquire, M. D.,
Who departed this life
On the 28th of Sept. 1797
Ætæt 58.

To heal disease, to calm the widow's sigh,
And wipe the tear from poverty's swollen eye;
Was thine, but ah, that skill on others shown,
Tho' life to them, could not preserve thy own;
Yet still thou liv'st in many a grateful breast,
And works like thine enthrone thee with the blest.

His widow, Molly Dalling Jackson, died on the 30th of March, 1805, aged sixty-two years, followed three years later by her daughter, Mrs. Mary Jackson Symmes, widow of Dr. Joshua Gee Symmes.

There is an excellent Copley portrait of Dr. Hall Jackson in the possession of his collateral descendant, Mr. Amos Little Leigh, of Newbury, Massachusetts, a great-great-grandson of the doctor's sister Sarah, wife of the "Tory Doctor," Stephen Little. This portrays an aristocratic looking gentleman of the colonial period, with long brown periwig, fair complexion, blue eyes, a very dignified bearing, and sagacious aspect. Beside him, in the painting, are his surgical instruments, and in his left hand he holds a book which he is diligently perusing.

The Arctic Disaster of 1871



THE loss of thirty-two New Bedford whaleships in the Arctic in the season of 1871 was a terrific blow to the industry, and to the fortunes of owners. The story is that told by William F. Williams, of New Bedford, Mass., who is now engineer to the State Highway Commission. Mr. Williams sailed on his father's vessel as a youth. His narrative is contained in "History of New Bedford," by Zephaniah W. Pease:

It is now more than forty-five years since the fleet of thirty-two whaleships was abandoned in the Arctic ocean, a lapse of time in which many of its leading participants have cleared for their Last Voyage, and in which the event itself has become little more than a memory even in the city of New Bedford, the home of its greatest sufferers.

We returned to Honolulu in the bark "Josephine" from the season of 1870, and on November 24, 1870, we sailed again in the bark "Monticello" of New London for a cruise in the South Pacific and the Arctic ocean, the first part of the voyage being commonly known as the "between season cruise," and so arranged that we would reach the Arctic ocean by the time the ice had past out, the object being sperm whaling and the "breaking in" of the crew. The time at my disposal this evening will not permit me to go into the details of the cruise in the South Pacific, although it abounded in interesting experiences.

Our last port of entry was Yokohama, from which we sailed on the 10th of April, 1871, and laid our course direct for the Behring sea. We entered the Arctic ocean the latter part of June, but finding heavy ice well to the south and closely packed on the American side we went to "walrusing." Up to a few years previous the whalers had not considered the walrus a foeman worthy of their steel, but some one had put in his spare time while waiting for the ice to move out, killing walrus and converting their blubber into oil, to discover later that it was nearly if not quite as valuable as whale oil. That was the doom of the walrus.

By the last of July a strong northeast wind broke up the ice, which up to this time had hung close to the American shore, and we began to think seriously of whaling. The ice was still heavy and

well to the south all across the ocean, so that it was impossible to get to the Herald island grounds, and as the whaling the year before had been around Point Barrow, all the ships commenced to work to the northeast in the clear water between the ice and the American shore.

By the latter part of August the ice had worked some distance off shore and the ships commenced again to work to the northeast. Blossom Shoals off Icy Cape were passed, and it began to look as though we would reach Point Barrow, where we expected to find plenty of whales; but on the 29th the wind came strong from the southwest accompanied by snow, and the ice commenced again to shut in. At this time we were off Point Belcher, and my father decided to turn back. It was a beat to windward, but we hoped to get by the shoals ahead of the ice. The sea room, however, was narrow, requiring short tacks and the taking of chances in the shoal water along the shore. We had only made a few miles to the south when one of those peculiar incidents happened which make sailors believe in luck, good and bad, only in this case it was bad. We were on the "in-shore tack," trying to make every inch possible, the order was given for tacking ship, all hands were on deck, starboard watch aft, port watch forward, as was always the rule when working ship in close quarters. The ship was almost in the wind and coming beautifully; another minute and she would be safely on the other tack. The calls of the leadsmen in the fore chains showed that we still had water under our keel, when of a sudden, out of the gloom of the snow, there loomed a floe of ice right under our weather bow. There was a bare possibility that the ship would swing enough to strike it on her other bow, in which event we were all right, but as the sailors said, "Luck was against us;" she struck on her weather bow, hung "in irons" for a few moments, then slowly swung off and stopped; we were ashore. The sails were all quickly taken in and furled, and an anchor laid out to windward to try to keep her from going on hard. It was not rough, as the ice had made a perfect lee, and as night had then set in nothing more could be done until morning. The next day was clear and fair and showed the greater part of the fleet at anchor outside of our position. Our condition was soon known to them, and all sent their crews to assist in getting our ship off. To me it was a gala day, the decks fairly swarmed with men, orders were executed with a snap and vigor that only a sailor can put into his work when he is pleased to. More anchors were laid out astern, and the chains taken to the windlass and hove taut. Casks of oil were hoisted out of the hold and rolled aft, and finally she floated and was towed off to the other ships and her anchor dropped, as it later developed, for the last time.

The pack ice had swung in until it was close to the shore at Point



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Belcher and at Icy Cape, with most of the ships lying in the clear water between the ice and the shore, which here makes a long inward curve between the two mentioned headlands. The fleet was divided into four parts; the most northern including four ships was in the pack ice off Point Belcher. About ten miles to the south and off Wainwright inlet were eighteen ships, including our ship, and all in a small area of water about three-quarters of a mile in width, between the pack and the shore. A few miles further south were seven ships, some in the ice and some in clear water, and just in sight from our masthead, still further south, were three more ships. At that time it was not clearly known whether the other seven ships of the fleet were in the ice or outside. At first we looked upon the situation as only a temporary hindrance, and the boats were sent off up the coast to look for whales. Our boats captured the one which made us the recipients of many congratulations over our good luck. The weather was pleasant, but the wind, when there was any, was from the westward. Everybody prayed and whistled for a strong northeaster, but it did not come; instead, the ice kept crowding the ships closer to the shore.

The water at the edge of the pack where we were anchored was about twenty-four feet deep, yet the ice was on the bottom, and each day the tremendous force of the pack pressing in was driving it close to the shore.

September 2d the brig "Comet" was crushed by getting between a grounded floe of ice and the moving pack. On the 7th the bark "Roman" was crushed, in a similar manner, only in this case the pack performed one of its peculiar tricks of relaxing its pressure, allowing the floe against the ship to draw back, as though gathering its energy for another attack, whereupon the ship immediately sank, giving the crew but scant time in which to save themselves. On the 8th the bark "Awashonks" was crushed and pushed partly out upon the ice.

It was now apparent that the situation was serious, and consultations between the captains were frequent. It was finally decided that they ought to find out if any of the ships were outside the ice. Accordingly, Captain Frasier, of the ship "Florida," went down the coast in a whaleboat, and reported upon his return that seven of the ships were either outside or in a position to easily get out, but that the ice extended to Icy Cape, a distance of about seventy miles from our position. He also reported that these seven ships had only just got out of a position which at one time looked serious, and that several of them had lost anchors, but the captains had promised that they would hold on as long as they could, but the most assuring message was brought from Captain Dowden, of the "Progress," who said, "Tell them all I will wait for them as long as I have an anchor left and a spar to carry a sail." And we all knew

he meant just what he said. The clear water had now begun to freeze over so that the bows of the boats had to be coppered to keep them from being cut through by this thin ice. All hopes of getting out were now given up, and active preparations were commenced for leaving the ships. It was evident that the distance to Icy Cape was so great that only one trip could be made, therefore everything that was not an absolute necessity had to be left, as all the available room in the boats was required for provisions. I recall with an everincreasing regret our family sorrow at giving up the many interesting articles we had collected during our cruise among the South Sea islands and our visit to Japan.

September 12th the captains held their last conference, and decided to abandon the ships on the 14th, all signing a statement which briefly gave their reasons, as follows: First, there was no harbor available that the ships could be got into; second, there were not enough provisions to feed the crews for over three months; third, the country was bare of food and fuel.

My father decided that on account of my mother and sister, and perhaps also me, he would not attempt to make the trip in one day, so we started on the afternoon of the 13th and spent the night on the brig "Victoria" as the guests of Captain Redfield. I doubt if I can adequately describe the leave-taking of our ship. It was depressing enough to me, and you know a boy can always see possibilities of something novel or interesting in most any change, but to my father and mother it must have been a sad parting, and I think what made it still more so was the fact that only a short distance from our bark lay the ship "Florida," of which my father had been master eight years, and on which three of his children had been born. The usual abandonment of a ship is the result of some irreparable injury and is executed in great haste; but here we were leaving a ship that was absolutely sound, that had been our home for nearly ten months, and had taken us safely through many a trying time.

The colors were set and everything below and on deck was left just as though we were intending to return the next day. All liquor was destroyed, so that the natives would not get to carousing and wantonly destroy the ships; but the medicine chests were forgotten. Later, when the natives got to sampling their contents, some were killed and others made very sick, in retaliation for which they burned several of the ships. Our boat contained in addition to its regular crew, my mother, sister and I, and all of our clothing, bedding and provisions, so that we were loaded nearly to the gunwales. We got an early start on the morning of the 14th, and by rowing and sailing, the water being very smooth all the way, we eventually reached Icy Cape and landed on the beach just as darkness was setting in. A tent was erected for the ladies and chil-

dren, and great fires were built for the men and for cooking. We still had several miles to go to reach the ships, and as it was in the open ocean outside the ice, there were some fears as to our ability to make it with our boats loaded so deep. To add to our discomforts, mental and physical, it commenced to rain and blow, so that taken all in all it was a night that few of its participants will ever forget. By morning it had stopped raining, and although there was a good fresh breeze blowing it was decided to start out as soon as we had our breakfast. Our boat made the trip under sail, and although we put in several reefs, it was a hair-raising experience. My father had decided to go aboard the "Progress." She was still at anchor and pitching into the heavy seas that were then running in a way that would have made you wonder how we could ever get the men aboard, let alone a woman and two children; but it was accomplished without accident, or even the wetting of a foot. As fast as the boats were unloaded they were cast adrift to be destroyed against the ice pack a short distance under our lee, where the waves were breaking masthead high.

By the next day every man of the crews of all the abandoned ships had boarded some one of the seven, and sail was made for the straits. On the "Progress" there was 188 officers and men, besides three ladies and four children, one a baby in arms. Captain Dowden gave up his cabin and state-room to the three captains and families. I have forgotten just how the three ladies and the younger children disposed of themselves in the state room, but in the after cabin we just managed to fit in by putting one man on the transom and two men and myself on the floor, but we were all very thankful for what we had. The other captains and officers divided quarters in the forward cabin, and rough berths were put up between decks for the sailors and boatsteers, so that finally everybody was provided for except Captain Dowden, and I never did know where he managed to get his sleep.

We stopped at Plover bay long enough to take in a supply of fresh water, and then laid our course for Honolulu. We had a good run and reached our destination on the 23d of October without anything taking place that was specially worthy of note.

And now a brief statement of the sequel, which was not learned until the next year. In less than two weeks after we had left the ships the long looked for northeast gale came, and lasted several days. Some of the ships went off with the pack, some were sunk at their anchors, a few were burned by the natives, and several went through the winter without injury. Only one, the bark "Minerva," ever came back, and she was saved by my father the next season. Our ship was destroyed where we left her, as my father discovered a portion of her bow sticking up out of the water and recognized it by the iron plating, as she was the only ship in the fleet pro-

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tected in that way. If we had waited until this gale came, without doubt the greater part of the fleet would have been saved, but this was knowledge not possessed by the captains, who made their decision after a careful consideration of the situation as it then existed, in connection with their united experience in those waters.





Editorial

LITERARY NOTES

Commendations of the last number of *AMERICANA* have been exceedingly generous, and by no means simply out of compliment. The chapter on "The Illinois Centennial" has been very widely read and approved, and with it that on "General Arthur St. Clair," the first governor of the Northwest Territory, out of which the State of Illinois was created. It is our purpose to make a considerable feature of early American history. Pages in the present number relate to the city of Worcester, Massachusetts. The city of Lowell, in the same State, will have early attention, and will be followed in a future number by narratives relating to important early Maine history.

As relating to the subject of the socialization of the State, students and investigators will find much of interest in a volume entitled "Workmen's Compensation and Insurance," by Durand Halsey Van Doren, A. B., LL.B., a graduate of Williams College. It was written in answer to the demand for a brief critical presentation of the subject, as distinguished from an exhaustive and non-committal treatise, and in successful competition for the 1917 award of the David Ames Wells prize offered annually to seniors of Williams College and graduates, for the best essay on a subject in the field of political science, assigned by a committee of the college faculty. The subject treated is regarded as one of first importance by students of economic and social questions, and among whom is a wide divergence of views. The work contains a clear exposition of the operations of laws already enacted in this country, especially in New Jersey, and the pages of bibliography are of special value. Published by Moffat, Yard & Co., New York.

THE GREAT WORLD WAR

When the last number of *AMERICANA* appeared before its readers,

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the World War was at its height, and the anxieties of the people were at the utmost tension. A few optimistic people there were who prophesied an early collapse of the Central Powers, but few they were. The great majority looked for a long continuation of the war, and there was an almost general conviction that the German fleet would make a sortie and save enough of their ships to do great damage to our transport vessels with their precious human burdens, and even assail our home coasts. It is well that the Allies overestimated the strength of their enemy. Under-estimation might have wrought much harm.

Viewing the war as to continue for months, perhaps a year or more, the Allies rose superbly to meet the expected conditions, and the United States came to the task with a spirit and determination that place her achievements beyond the power of words to depict. She assembled for her army and navy hundreds of thousands of the superbest specimens of young manhood. No such bright courageous faces and perfect physical creations were ever before brought together. Their achievements were never surpassed either in human or mythical history.

The people at home, too, bent to their task with a devotion and persistence and degree of unanimity none would have thought possible. Every call for money for war uses met with a response far beyond the demand. This was not only true as to governmental exactions; every civilian body received all the support for which it asked—the Red Cross, the War Service, the Christian Associations, the Knights of Columbus, the Salvation Army, and a multitude of others. And in responding as they did, the people at large not only willingly but cheerfully and gladly bore privations and practiced economies such as the few disaffected prophesied to be impossible. Certain table necessities were taboo; long discarded clothing was resumed. Women and children throughout the land were foremost in these services. It was a common remark on the streets that not a murmur accompanied these sacrifices.

Out of how our American lads on land and sea bore themselves and of what they accomplished, and of how the people at home sustained them, some Hugo of a future day will pen such a story as never before was told. He will have at his command exemplars of the antitheses of human possibilities—the beast who in contempt of laws human and divine wrought such deeds of fiendishness as never



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before; and the modest, duty-doing young man who, while fighting the beast to the death, never forgot that he was to some one a son and a brother, and as such treated the women and children, enemy or friend, who came in his way. The world has never seen such contrasts; and the good, as exemplified by "our boys" and by those at home who sent them forth, gives us a more exalted view of human character, and a more abiding faith in American institutions.

THE AFTERMATH

We hold to the conviction that in the conclusion of the World War, the easiest task of the Allied Nations has been accomplished. The enemy, at least for the time being, has been rendered incapable of continuing the struggle. The great concern now is to secure the fruits of victory and to make secure the future, and this will tax the abilities of the peace-exacting powers to the utmost. There will undoubtedly be substantial agreement upon certain fundamental principles—the support of legitimate governments as against seizure and domination by stronger powers; and a stringent safeguard against brute force at the hands of any bloody-minded autocrat without regard for any law except his own will. Also, should be and undoubtedly will be, the exaction of liberal indemnities in the interest of the families of those who were victims of the sinking of the "Lusitania," and of other crimes against international law; and provisions for indemnity should, and doubtless will, be so phrased as to constitute a confession of awful criminality on the part of the common enemy.

After such concerted action by the Allied Powers in the interest of the world at large, each of the nations, and none more than the United States, will have intricate problems of its own for solution—some long in the thoughts of its people, some growing out of changed conditions and expansion of vision, some out of mere desire for change, and all calling to all the people to come to their consideration with quickened conscience and impartial judgment. Need will there be for it, for the faddist and empiricist will be many and noisily assertive. Not in the days of the War of the Revolution, nor of the War for the Union, was there greater necessity for the True American, native or foreign-born, to be constantly and loyally on guard, than in the immediate peace days following the World War.





THE UNRIVALLED EXPRESS RIDER, GINERY TWICHELL

Who rode from Worcester to Hartford, a distance of Sixty Miles, in Three Hours
and Twenty Minutes through a deep snow, January 23, 1846

AMERICANA

APRIL, 1919

Early Transportation

THE TURNPIKE ROAD, THE CANAL, AND THE EARLY RAILROAD

BY far the most picturesque road in Pennsylvania is the turnpike leading from Philadelphia to Pittsburgh, now known throughout the country as the Lincoln Highway. It passes over rugged mountains and through fertile valleys. In its construction was displayed some splendid engineering, though this feature of it has been severely censured, because in some places it passes over hills where it ought to have been built on lower and more level ground. The critic is apt to forget, or perhaps is not aware of some influences which controlled the engineer, and perhaps forced him to locate the pike in places which would not be selected to-day. One of these influences was that when the pike was laid out, the country was very largely covered with its primeval growth of timber, and the low ground at the base of the hill or adjacent to the creek bottoms was extremely marshy, and it was much more difficult then than now to find a solid bottom or to build one. For this reason, in many instances, he was compelled to keep on higher ground. The pike being built in part by the State and in part by popular subscription, the engineer was compelled to pass through rich sections of farm land and through hamlets which might become busy centers of population and thus afford traffic for the road. In many places the engineer was compelled to deviate from the line his science indicated as the correct one, perhaps to lay the road over a hill or forfeit the subscription of a landowner whose residence would otherwise have been left farther from the highway.

NOTE.—The greater part of this narrative is from "Old and New Westmoreland," by John N. Boucher (The American Historical Society, Inc.), 1918.



EARLY TRANSPORTATION

For these reasons the engineering is much better in the mountain than in the agricultural sections. Kelly's Hollow is perhaps the only place in its course through Chestnut Ridge, where the engineering could be greatly improved, and that could only have been done at a considerable additional outlay of money. Passing up the western side of Laurel Hill, in Ligonier Valley, and zigzagging down the more precipitous eastern slope, its course could scarcely be improved by our best modern engineer. Likewise it passes over the Allegheny mountain, going up the western side in a straight line for a distance of seven miles, five of which are in full view from any point in this part of its course. It passes down the eastern slope by a series of curves and turns which our advanced science of modern engineering could not in any way improve by changing its location. One curve in this descent, known nearly a century ago as "The Horseshoe Bend," not only exhibits the superior skill of the engineer, but affords one of the grandest and most sublime mountain views in Pennsylvania. From this curve the "Horseshoe Bend," so well known on the Pennsylvania Railroad, is said to have taken its name. All through these mountains the engineers were free to select the best route possible, for they were on high and dry ground, which was entirely uninhabited by prospective stock subscribers.

But to our generation, as we look back through the dim years to the thirties or forties, the most romantic and interesting feature of the pike is the stage coach, which closely followed the completion of the pike in 1817. No one, it is said, who thoroughly saw a genuine stage coach in use, can ever forget it. The outside of the coach was tastefully painted and beautified with bright colors, while the inside was lined with soft, silk plush. There were three seats within, splendidly cushioned, and three people could ride on each seat. There was also another seat by the side of the driver, which was a very desirable one in fine weather. Then on the flat top others could ride in a way, if the management permitted it, and these in turn, took the inside seats as they were vacated on the journey. Thus sometimes a stage bore as many as fifteen people, while its capacity was nine or ten and the driver. The stage coach was made without springs as springs are now, but the bed or top part swung easily and gracefully on large leather girders called thorough-braces, which were stretched between high bolsters or jacks on the front and rear axles. By this arrangement, stiff springs were obviated, and



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whether the coach were heavily laden or nearly empty, the passengers rode with equal ease, a feature of comfort which cannot be obtained with our modern springs of steel. This also gave a gentle swinging back and forth, a rocking motion, which was by no means unpleasant to the passenger.

The horses were invariably showy animals, selected for their lightness of foot and their strong build. Most of them were of the North Star, the Murat, Hickory or Winflower breed, strains which seem to be now extinct, but which for beauty of carriage, speed and endurance combined, have not been surpassed by the best of our modern thoroughbreds. They were driven very rapidly, making frequently ten miles an hour if conditions were all favorable. The object of the stage management was to hasten the passengers on their journey, and every possible arrangement was made to this end. A system of relays was very early established, and from this the Pittsburgh and Philadelphia Transportation Company doubtless took their idea of moving freight. By this arrangement fresh spans of horses were hitched to the stage coach every ten or twelve miles. Under ordinary circumstances they made from six to eight miles per hour, and relays enabled them to keep up that rate all day.

The coach which carried the mail stopped at all postoffices on the pike, at all relay stations, and at taverns at meal times, but did not stop elsewhere. They usually entered the little towns along the way at a very rapid gait, and drew up before the principal taverns, where the relay stations were kept. There awaiting its arrival were the fresh horses, each span held by a groom. The stage driver threw down the lines and the grooms unhitched the panting horses, and "almost in the twinkling of an eye," said an old stage driver, "the new span took their places, the lines were handed to the driver who, without leaving his seat, cracked his whip and away rolled the coach for the next station." If it was at meal time the stay was longer, but even then it was always less than a half hour. The mail coach had to stop at the postoffice long enough to leave any incoming mail and secure the outgoing mail. This was called "changing the mail," a correct term in that day, which is even yet sometimes heard. This took perhaps not over four or five minutes, for letters were not as numerous then as now.

In the early days of stage coach travel, there were two coaches



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leaving Pittsburgh each day and two arriving. The first left very early in the morning, as early as five o'clock, the time varying with the season of the year. They not infrequently reached Greensburg at ten o'clock, having already exhausted three relays, that is twelve horses. The next relay station was at Youngstown and the next at Ligonier, so by rapid driving the passenger who left Pittsburgh in the morning took a dinner, though shortly after noon, at Ligonier, having traveled fifty miles in six and a half or seven hours. The next fifty miles took them to Bedford, but the time occupied was much longer, for they had two ranges of mountains to climb and descend. The regular time between Pittsburgh and Philadelphia was fifty-six hours, and the stages of a good line invariably made it on time, or nearly so. There were more than two lines of stages on the eastern part of the road where the more thickly populated section gave rise to more travel. Later there were other lines on the western end. About one o'clock in the afternoon another coach was sent out of Pittsburgh. It followed the morning stage and kept up the same speed generally. This was kept up from day to day, from one year's end to another. One of the stage lines was called The United States Mail Line and carried the mail. While more or less time was lost in waiting for mail at postoffices, it was made up by more rapid driving at other times. Another line was called "The Peoples' Line," the name being changed later to "The Good Intent Line." These rival lines, as may be supposed, promoted each to give the best possible service and the most rapid passage from one end of the pike to the other.

The fare from Pittsburgh to Philadelphia was twenty dollars, as a general rule, though sometimes when the rivalry became bitter, passengers were carried for less money. For short distances the fare was eight cents per mile. Passengers generally changed coaches about every fifty miles, for the management used the heavier coaches in the mountainous region of the route between Ligonier and Chambersburg, while the newer and handsomer ones were used near the cities at the beginning and end of the line. Teams were also arranged to suit the road, the heavier and stronger ones being used to draw the coaches over the mountains, and the most showy horses being kept near the cities. The relay horses journeyed back and forth over the same road, and thus learned its easy and hard places thoroughly. The four horses which drew the outgoing



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stage to the first station, rested there from ten to twenty hours, when they took back a returning stage of the same line to the station from which they started. Generally a span of horses was only driven from ten to fifteen miles per day, depending somewhat on the condition of the pike and on the location, for a team could average more miles per day in the level sections than among the mountains. Driving as much as twenty miles per day on an average, very soon ruined the horses.

Passengers on stage coaches were required to travel day and night in continuous passage until they reached their destination. They might have stopped off for a night's rest at a tavern, but the next morning's stage would likely be filled and unable to take on new passengers. The driver had a given length of time to go from one station to another, and his aim was to be on time. Not infrequently, while going up the mountains, in the western part of the State, passengers would alight and walk for exercise, and to enjoy the beautiful scenery, for the road was lined with a thick growth of trees which, for miles and miles, formed almost an archway of green foliage in the summer. The driver never attended to his team, though doubtless he assured himself that the horses in general were well cared for. No position seemed as commanding in the eyes of a boy in that day as that of a stage driver. Many a youth looked forward with bright anticipations to the time in manhood when he could reach the acme of fame, in his estimation—that of a stage driver. He was paid about fifteen dollars per month and boarded, and the best of them rarely ever received as much as twenty dollars per month. A splendid horse could be purchased at that time for fifty or sixty dollars, and a span of horses, with an occasional rest, would last for eight or ten years staging. While they were being driven they were forced to put forth their best efforts. They went slowly up a long hill or up a mountain when the pulling was heavy, but when the top was reached they started off more rapidly, and on the level rarely ever went slower than a trot, while down grade or down the mountainside they often went on a steady gallop.

An old stage driver has told the writer that it frequently happened that a driver coming west started his team on a moderate gallop or a fast trot at the top of Laurel Hill and made each horse do his utmost to keep out of the way of the stage, and thus kept up the speed for six miles until the first hill was reached, a mile or so

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east of Ligonier. There was little holding back done by the wheel horses of the average stage coach when going down a hill or down the mountains. Wheel horses, when made to hold back, became "sprung in the knees," and this was an evidence of bad driving. The horses, particularly in warm weather, came to the relay stations panting for breath and covered with foam, but they then had a rest of nearly a day before another effort was required of them.

The regularity of the arrival of the stage coach at given points along the road was remarkable. Rarely ever was a coach in any part of the drive more than two or three minutes ahead or behind its time. For all these reasons, excitement followed the whirl of the stage coach all along the way. The driver invariably carried a horn with a highly keyed loud sounding tone, which he winded at the brow of the last hill or just before entering a village or town, to give notice of his approaching stage. New passengers, the relay horses, the postmaster, the landlord, were all notified in that way, and were ready waiting for its arrival. To the country village the arrival of a stage coach was the leading event of the day, much more so than the arrival of important trains are now. Idlers collected around the station to learn the latest news, or to become acquainted with the newest arrival, should there be any. Farmers and workmen along the pike stopped their work when the stage passed by. They could regulate their time, in a measure, without a timepiece, for they knew the hour the stage was due to pass them. Washington Irving took great interest in the stage driver, and wrote of him as follows:

The stage driver had a dress, manner, language and air peculiar to himself and prevalent throughout the fraternity. He enjoyed great consequence and consideration along the road. The women looked up to him as a man of great trust and dependence and he had a good understanding with every bright-eyed country lass. His duty was to drive from one station to another, and on his arrival he threw down the lines to the hostler with a lordly air. His dress was always showy and in winter his usually bulky form was further increased by a multiplicity of coats. At the village he was surrounded by a crowd of loafers, errand boys and nameless hangers-on, who looked up to him as an oracle and treasured up his cant phrases and information about horses and other topics. Both of them tried to imitate his air and rolling gait, his talk and slang, and the youth tried to imagine himself an embryonic stage driver. The





STAGE COACH BETWEEN PITTSBURGH AND PHILADELPHIA

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horn he sounded at the entrance of the village produced a general bustle and his passage through the country put the world in motion. Some hastened to meet friends, some with bundles and handboxes to secure seats, and in the hurry of the moment could hardly take leave of the group that accompanied them. As the stage rattled through the village every one ran to the window and a passenger had glances on every side of fresh country faces and blooming giggling girls. At the corners were assembled the village idlers and wise men, who took their stations there to see the company pass.

The stage driver carried a long whip with which he could touch his horses gently, or at his will could lash them into the highest speed. The lash of the whip was made of plaited rawhide, and was much thicker at the upper middle than at the ends. With years of practice the drivers learned to handle the whip with great dexterity. Its shape and the flexible stock made it possible for him to use it in a series of curves and swings that were not only very beautiful but accurate in its work when he chose to make it so. An old friend has assured the writer that he has seen an expert knock a fly from the back and shoulders of his lead horse with his whip and do it so gently that it would not injure the horse, nor urge him to greater exertion. When he cracked his whip over his team it was like the report of a gun, and without anything else urged each horse to strain every muscle. Seldom, however, was a careful driver compelled to use his whip. Sometimes on the road when one stage tried to pass another, for there was always a rivalry among them as to speed, the driver used his whip with all the skill he could command. Two stages abreast have thus come down the Allegheny mountains or down Laurel Hill, every horse exerting almost its utmost strength, and the driver lashing them to still greater efforts. In a race of this kind the rumbling of the stage could be heard for miles. The heavy body with its tightly drawn sides and top, its glass doors, and heavy thoroughbraces laden to their utmost tension, gave it at all times a rumbling noise, but when two or more of them were making time or racing while coming down the mountain pike, the roadbed of which was stone, the noise is said to have been terrific and sublime. If the driver knew his business well, there was little danger in such a race, and it was to the passengers one of the most exciting events of their travels.



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The driver with his four lines and whip, sat perched high on the box, the position being somewhat imitated by that of the more modern tally-ho. He began training for his work almost in boyhood, by becoming familiar with horses, with their varied characteristics and dispositions when suddenly placed under apparent danger, with their weak and strong points, and how best to assist, care for and manage them under all circumstances. The driver's judgment of the noble animal was considered of the highest authority. By a life of daily service he was enabled to attain almost perfection in his business. Quite frequently his work did not apparently require any particular skill, for one of the first lessons he was taught was to drive rapidly, but to avoid all unnecessary danger. But he drove under all circumstances and at all hours of the day and night. He drove through storms on the mountains when the lightning played in the sky overhead, and when the roaring thunder excited his naturally spirited horses. He drove through drifted snow banks in mid-winter with the thermometer below zero, or down a steep mountain grade covered with an unbroken sheet of frozen sleet, and all this perhaps in the darkness of midnight, made still more gloomy by overhanging forests.

He was, moreover, compelled to meet hundreds of wagons and stages daily, and to pass them at his high rate of speed by short turns and curves, and he frequently encountered runaway teams, perhaps in most dangerous places. The necessary speed and high mettle of his own horses made them liable at all times to become frightened and to try to break away from him. Yet notwithstanding all this, accidents were very few. Indeed, compared with the amount of driving, they were generally so few and trivial that they were scarcely noted or remembered beyond the day. Hundreds of accidents were avoided by the skill, the clear head and nerve of the driver. Those who outlived him and who were familiar with the best drivers of his and of more modern days, were not slow to assert that the stager managed his team under all the varied circumstances which confronted him, with a dexterity in horsemanship that has not been even approximated by our best drivers since his day.

The pike in the mountainous sections was much more subject to sleet and ice and to high banks of drifted snow than elsewhere. Either condition rendered it temporarily impassable. While the

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icy covering caused by sleet was likely to last but for a day or two, the drifted snowbanks remained until the storm had passed, when they were shoveled aside by the authorities of the pike, if it were possible, or even perhaps melted by warmer weather. In the meantime it not infrequently happened that one or more stage coaches with their passengers were snowbound at a wayside inn at the base of the mountains. This might last for two days or more, and while the storm lasted there was no remedy whatever. The landlord entertained such parties in his most hospitable manner. Long before the pike had reached its palmiest days, the old four-roomed tavern had given place to larger ones of stone, brick or frame, with twelve to fifteen guest rooms, a large sitting room, bar room and dining room, and with extensive stables, barns and wagon yards attached. The best men and women of our country traveled back and forth on the turnpike and their entertainment called for and brought about an improved style of inns. Many of them became famous and were well patronized. Accounts of them and their guests and landlords, written by very facile pens, are frequently found in our old writings. The stage driver would put forth his best endeavors to reach a good tavern before being snowed up by an impending storm. The passengers were, in some degree, recompensed for their delay by the wholesome entertainment. Country ham and sausage, fresh eggs, steaming hot biscuit, buckwheat cakes and maple syrup, was often the tempting bill-of-fare for breakfast. But before this each man guest had an "eye-opener" of "Old Monongahela" at the regular price of three cents per dram. Wild turkeys, pheasants, partridge, venison and all kinds of game were common in those days, and the landlord bounteously supplied his table with these and all other delicacies he could procure.

The country taverns were often named after Washington, Greene, Lafayette or Putnam, names then redolent with Revolutionary glory. The inn usually had a large sign about three and a half by five feet, hung in a strong frame, which allowed it to swing with the wind, and which was supported by a white painted post standing by the wayside. The rooms were warmed by grate fires, and the main sitting room had in it the old fashioned, capacious fireplace, such as Dryden and Johnson loved to write about. In the forties the fuel used was mostly hickory wood, which threw out a great heat, while the crackling flames leaped brightly up the wide

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chimney. Around this fireplace sat the guests of the inn when storm-staid, like a happy family, cracking hickory nuts and spinning stories, some of which, could they be produced, would doubtless be fraught with more interest to the modern reader than the Canterbury Tales of the poet Chaucer, which have already lived more than five centuries. Well may those surroundings have made the snow-bound traveler think of England under the reign of the early Georges, so charmingly pictured in the measured beauty of Oliver Goldsmith or embalmed in the matchless prose of Joseph Addison's "Spectator." The city people who chanced to become guests of these old fashioned inns found them most enjoyable places indeed for a few days of idle comfort. "Can I not take mine ease in my inn?" was the question of Falstaff, which did not admit of a negative answer. The lingering memory of these enjoyments, now gone forever, induced many elderly people to long for the "good old days of the past" as they called them. To them, at least, the busy age in which we live has robbed us of the chief glories of their youth, and brought to us, as they thought, but few compensating virtues.

Though the old style of travel on this historic State highway was practically abandoned nearly three score and ten years ago, yet here and there along its line, until recently, were still to be found old men who delighted greatly in recalling the palmy days of the forties, when the pike was in its prime. They loved to tell of the droves of cattle which, with heads bowed down, wound haltingly over the dusty pike, plodding on their weary way to the shambles of the cities; of the ponderous Conestoga wagons that with untold strength slowly bore our early products to the eastern markets, and returned laden with the city's contributions to the welfare of our people. Of the whirling stage coach and its welcome rumbling which daily echoed through the valleys and awakened the sleeping communities to a new life and new energy; and most of all they delighted to tell of the wayside inn, the ivy-covered walls of which are among the last lingering mementoes of the good old days so long gone by; of its hospitable landlord and landlady, and then they pointed in sadness to the green mounds on the hillside hard by, covering them in their last and sweetest sleep:

It stands all alone like a goblin in grey,
The old-fashioned inn of the pioneer day,
In a land so forlorn and forgotten it seems



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Like a wraith of the past rising into our dreams;
Its glories have vanished, and only the ghost
Of a sign-board now creaks on its desolate post,
Recalling the time when all hearts were akin,
As they rested at night in the welcoming inn.

Oh! the songs they would sing and the tales they would spin,
As they lounged in the light of the old country inn.
But a day came at last when the stage brought no load
To the gate, as it rolled up the long dusty road.
And lo! at the sun-rise a shrill whistle blew
O'er the hills—and the old yielded place to the new.
And the merciless age with its discord and din
Made wreck, as it passed, of the pioneer inn.

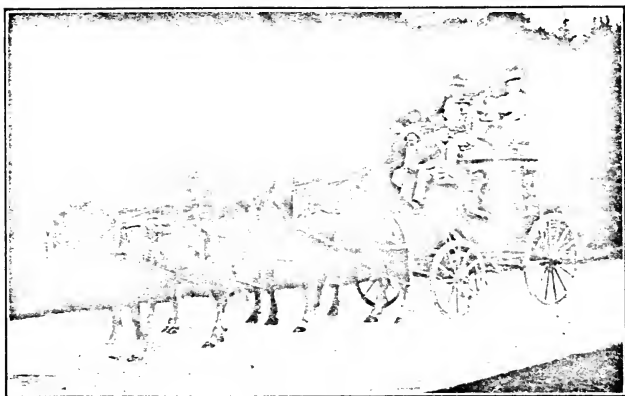
It is a lamentable fact that for more than a half century after the building of the Pennsylvania Railroad the old pike was neglected and became almost impassable in many sections. The farmers along its line gradually encroached on it with their fences until it was difficult to find even a small section that had retained its original width. Telegraph companies also encroached upon the original right of way and in so doing clogged up the gutters at its sides. Tree tops dropped by careless lumbermen also interfered with the drainage, and the pike, resultant from this want of drainage, sustained its greatest damage. Rains washed away the top dressing in many places, and laid bare the rough, unbroken stone which originally formed the Telford bottom. It was not worn out by travel, for so solidly was it constructed that in many sections, with scarcely any repairs, it remained a comparatively good road for more than two score years. For the greater part of the way the original road bed has been found to be as solid as it was a century ago when it was first thrown open to public travel. It was almost inexcusable on the part of the State to part with its original interests or to permit it to be ruined by neglect. In the first years of this century a movement was set on foot to rehabilitate it so that we might have a highway connecting the East and the West, the two great centers of industry of the State. By measurement it was found that if the old pike were rehabilitated, two of the most populous districts of the United States, the Philadelphia and the Pittsburgh districts, would be connected by a route that was fifty-seven miles shorter than the most direct railroad. To repair this lamentable neglect, some of the best men in the West united with those of the East. To be sure it was the coming of the automobile and its rapidly increasing efficiency and popularity that brought about this

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desire for a trans-state highway in keeping with the new methods of travel.

It is now possible and not infrequent for an auto party to leave Philadelphia in the morning and after a ride of one hundred and fifty miles through the richest agricultural region of Pennsylvania to reach the foothills of the Appalachian mountains, where the "gray old pike" worm-like winds its way through sublimer views and enchanting beauties that would well repay the tourists, though they journeyed halfway across a continent to behold them. Lunching at a hostelry nestled among the mountain peaks, following the Lincoln highway, the party would skirt the rich bituminous coal and coke fields, a region that surpasses all other sections of the State in natural wealth and yearly products, and dine in Pittsburgh, without exceeding the average speed of an auto.

On Conestoga wagons were transported nearly all the goods between Philadelphia and Pittsburgh. There was almost a continuous stream of four- or six-horse wagons laden with merchandise, going west and returning with the products of the Ohio valley to supply the eastern cities. These wagons journeyed mostly between Pittsburgh and Philadelphia and Baltimore. The wagoners generally stopped at a wayside inn which was less expensive than the inns in the towns. Wagoners cared little for style, but demanded an abundance, while stage coach passengers demanded both. The wagoner invariably slept on a bunk which he carried with him and which he laid on the floor of the big bar-room and office of the country tavern. Stage drivers and their passengers stopped at the best hotels and paid the highest prices. For the purpose of feeding his horses in the public square, the wagoner carried a long trough which at night he fastened with special irons to the wagon tongue, the end being held up by a prop. It was rarely ever that a team was fed in the middle of the day, the morning and evening meals being regarded as sufficient. There are but a few old public squares which have not been thus filled to overflowing with wagons and horses. An old gentleman told the writer that he had once seen fifty-two wagons in an unbroken line going towards Pittsburgh on this pike. They were Conestoga wagons with great bowed beds covered with canvas. None of them were drawn by less than four, while many of them had six horses. The public square which kept them over night must



A WHITE MOUNTAIN TOURING COACH, IN MORE RECENT DAYS

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have been a good sized one. The public squares on this turnpike were usually from three to four hundred feet long and from two to three hundred feet wide. Some of the older villages had two squares or diamonds, separated a short distance from each other, but this was generally brought about by a rivalry between two factions when the towns were laid out.

A requisite of the old fashioned wagon or stage town tavern or wayside inn was a large room used as an office and barroom and as a sleeping place for wagoners. In it was a large open fireplace which was abundantly supplied with wood in the early days and with coal later on. Around this, when the horses were cared for and the evening's diversions were over, the wagoners spread their bunks in a semi-circle in the winter with their feet toward the fire, for they were said to be greatly subjected to rheumatism, and this position was taken as a preventative. Colored men drove wagons sometimes but they never were employed as stage drivers. They stopped at the same taverns with the white wagoners but never, so far as can be learned, ate at the same table. Wagoning was very hard work in many ways. They drove in all kinds of weather and the descent of a mountain or long hill was often attended with great danger, especially when it was covered with ice. A day's journey for a regular wagoner when heavily laden was less than twenty miles, and one hundred miles a week was a splendid average. To urge his horses on and compel the lazy ones to pull their share, the wagoner used a tapering wagon whip of black leather, about five feet long with a plaited leather and silk cracker a foot or more long at the end. The best whips were called Loudon whips, made in a little town of that name in Franklin county, where Fort Loudon had formerly been located.

The average load hauled was about 6,000 pounds for four or six horses. Sometimes four tons were put on, and even five tons which the wagoner boastfully called "a hundred hundred" were hauled, but these were exceptions. The wagons were made with broad wheels, four inches or more, so that they would not "cut in" if a soft place in the road was passed. The standard wagon for heavy work was the "Conestoga." The bed was low in the center and high at each end. The lower part of the bed was painted blue. Above this was a red part about a foot wide which could be taken off when necessary, and this with white canvas covering made

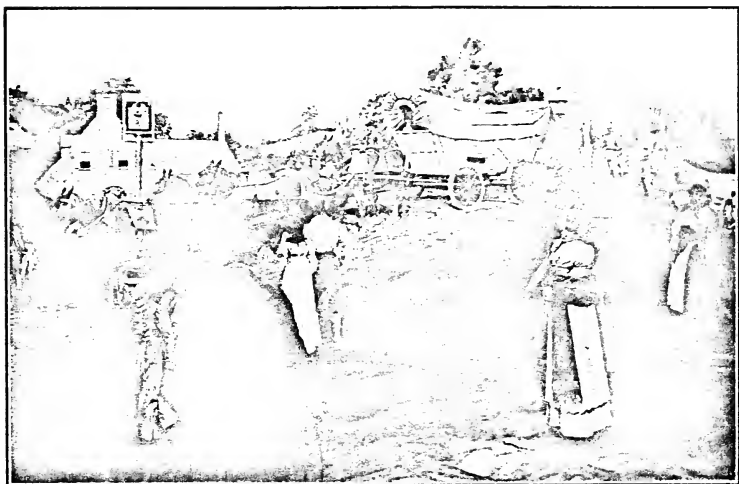
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the patriotic tri-color of the American flag, though this was probably unintentional. Bells were often used in all seasons of the year, though not strings of bells such as were afterwards used in sleighing. The wagoners' bells were fastened to an iron bow above the hames. The bells were pear shaped and very sweet toned. Perhaps they relieved the monotony of the long journey over the lonely pike.

Wagoners preferred to stop with a landlord who was a good fiddler, not a violinist, as an old wagoner once told the writer, but "just a plain old fashioned fiddler." Then when the evening work of the wagoner was over, a dance in the dining room or office bar-room was not an infrequent occurrence. Gathered together at one place were the young maidens of two or three nearby taverns, and other neighbors, and then, to the music of the landlord's fiddle came the Virginia hoe-down, the memory of which made the old wagoner's eyes sparkle with joy even when he was bent with the weight of four score years. The young wagoner who saved his money did not always remain a wagoner. Very soon he could own a team of his own, then another and another until he could purchase a farm with perhaps a "tavern stand" on it, or engage in other business. Some of the wagoners became men of prominence as merchants and manufacturers in Pittsburgh or elsewhere. One of the best known wagoners between Pittsburgh and the East afterwards became a business man of high standing and wealth in Pittsburgh. On one occasion he said he had driven over the road many times and knew every man, woman and child on the way. "I was welcome everywhere and had plenty of enjoyment." "Indeed," said he, "those were the best days of my life."

Gears, not harness, was the name used in that day, and they were so large and heavy that they almost covered the horse. The backbands were often a foot wide and the hip straps as much as eight inches wide. The breeching of the wheel horses were so large and ponderous that they almost covered the hindquarters of a large horse. The housing was of heavy black leather and came down almost to the bottom of the hames. It required the strength of a man to throw them on the back of a large horse. The wagoner's saddle was made of black leather with long, wide flaps or skirts cut square at the bottom.

With the Conestoga wagons originated our modern "stogies" or



CONESTOGA WAGON, 1825
(From an Old Engraving)

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cigars, which are so common in Western Pennsylvania, and which are now sent from Pittsburgh to every part of the Union. They were made of pure home-grown Lancaster county tobacco, and being mostly brought here at first by the Conestoga wagoners, took the name "stogies," which clings to them yet. There was no revenue on them then and labor being cheap, they sold readily at three, four or five for a cent. The wagoner smoked a great deal, which perhaps relieved the monotony of his life, but he very rarely drank liquor to excess, though whiskey was only three cents per glass, and was free to him in most taverns. The landlords kept liquor, not to make money out of it, but to accommodate their guests. There was on the pike, it is said, an average of one tavern for every two miles between Pittsburgh and Bedford, yet all put together outside the city, did not sell as much liquor as one moderately well patronized house does now. In a corner of the bar-room of the country tavern, was a small counter and back of this were kept several bottles labeled with the names of the liquor they contained. And this was the extent of the bar.

Even the best wagons of the early days were not supplied with brakes or rubbers to prevent the wagon from going too rapidly down a steep hill. The brakes were not in use at all until late in the history of the pike and were invented by a man named Jones in Brownsville, on the National Road. They were never patented as they might have been, but came into general use soon after the inventor put them on his own wagon. In place of this the early wagoner tied a flexible hickory pole across his wagon, so that the one end bore heavily on the wheel. Sometimes he cut a small tree which he tied to his rear axle and allowed it to drag behind, and thus he could drive down more safely. In the winter when the pike was covered with ice, he used a rough lock, a heavy link chain which he tied around the wheel and then tied the wheel when the rough chain touched the ground, so that the rough lock would drag and score the ground and thus hold the wagon back.

Wagoning as a business between the East and the West began about 1818 and reached its highest point about 1840, or perhaps a year or so later. With the building of the Pennsylvania Canal, wagoning was greatly crippled, but in a few years had gained all it had lost by the increase of the population of the southwestern part of Pennsylvania. The business of the pike declined very rapidly when

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the Pennsylvania Railroad was built, so that in 1854 it was almost a feature of the past. Most of the elderly men of the last generation fixed the highest point of travel and transportation on the pike at about 1840. This was the year of the greatest political campaign in the nation's history, the Log Cabin Campaign, and is likely fixed by that event in the minds of the older inhabitants. There is no reason why more business should not have been done on the western end of the pike in 1842 or in any year up to 1846, or even up to 1851 or '52.

The times soon demanded more rapid methods of transportation between the East and the West, and this was brought about by the Philadelphia and Pittsburgh Transportation Company. This company introduced a system of relays, that is, a change of horses about every twelve or fifteen miles, according to the grade of the pike. In this way, they kept a wagon going day and night from the beginning to the end of the trip. When a tired team reached a relay station, a new team and driver took the wagon and moved on at once. The tired horses rested and in a few hours took the returning wagon of the same company back over the route. Relay wagons were never heavily loaded, 4,000 pounds being the heaviest they carried. The driver was expected to make an average of two miles per hour. For freight thus delivered in less than half the time consumed in the old way, the merchants of both cities were willing to pay a much greater rate per ton.

To approximate the extent of the wagoning on the pike it is hardly fair to take the record of a gate-keeper close to Greensburg or to Pittsburgh or close to any populous community where the local travel was undoubtedly great. But the gate-keeper on the Chestnut Ridge, about forty-three miles east of Pittsburgh, thirteen miles east of Greensburg, reported the following for the year ending May 31, 1818, which was the first year after the road was completed: Single horses, 7,112; one horse vehicles, 350; two horse vehicles, 501; three horse vehicles, 105; four horse vehicles, 281; five horse vehicles, 2,412; six horse vehicles, 298; one horse sleighs, 38; two horse sleds, 201; making a total of 38,599 horses for the first year of the pike. From March 1 to March 29, 1827, five hundred wagons passed a gate about ten miles west of Greensburg. On March 1, 1832, eighty-five wagons passed through the same gate, and on March 12, 1837, ninety-two wagons passed through it, though that



BLACKSTONE CANAL, WORCESTER, MASS., ABOUT 1830

EARLY TRANSPORTATION

was one of its best days. These wagons were often driven in companies of six or eight and sometimes many more. In this way they could assist each other in any misfortune that might befall them and thus they were company for each other at night. It was not unusual for a wagoner with a heavy load, to get two additional horses, making eight in all, to help him up Laurel Hill or up any steep grade. They were furnished at regular rates by a farmer or tavern keeper who lived near by, and who sent a boy along to bring back the team.

The canal from Buffalo to New York was built largely through the efforts of DeWitt Clinton and was opened up on November 4, 1825. The result was that the cost of carrying freight over the route was reduced from about \$100 per ton to \$10 per ton. This awakened the people to the importance of a similar waterway across Pennsylvania. The Legislature took up the question at once and had surveys of the principal rivers made in order that the most practicable route might be selected. A canal across the Allegheny mountains was impossible, but the gap was to be supplied by good roads over the mountains. Much time was consumed in trying to locate canals on either side, so that the haulage from one to the other would be as short as possible.

In 1824 the Legislature authorized the appointment of three commissioners to examine the route between Philadelphia and Pittsburgh and on April 11 they were appointed. Already the Union canal had been constructed, connecting the Schuylkill river with the Susquehanna, its western terminus being Harrisburg. The commissioners appointed by the Governor reported the route by the Juniata and the Conemaugh to be the most practicable. Accordingly, in 1826, the Legislature provided for the construction of the Pennsylvania canal. It was to begin at the western terminus of the Union canal and to extend to the mouth of the Juniata river. West of the mountains it was to extend from Pittsburgh to the mouth of the Kiskiminetas river. The object of this arrangement was that these two rivers should be navigable by slackwater. The Legislature appropriated \$300,000 so that the work might go on at once. This was done and it was pushed so rapidly that in 1827 the water was turned into the levels at Lechburg. Later the slackwater projects for navigation of the Juniata and Kiskiminetas rivers were abandoned as impracticable. The canal was extended accordingly, so

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that when it was completed, it reached from the Susquehanna to Hollidaysburg, at the base of the eastern slope of the Alleghenies, and from Johnstown at the foot of the western slope, to Pittsburgh. These canals were managed by a board of canal commissioners, consisting of three men, appointed by the Governor. These appointments were among the most important in the State and almost invariably the leading business men sought them.

No improvement in the State's history up to that time was attended with so much benefit to the West as the completion of this canal. Towns and villages sprang up all along its route, and the population was everywhere increased. Blast furnaces came, for now the transportation of the heavy products was a comparatively small matter. Mountains which had hitherto been regarded as worthless, became of great value because of their deposits of iron ore, with limestone and timber near at hand, for it will be remembered that furnaces were then operated entirely with charcoal. The canal came west from Johnstown on the north bank of the Conemaugh, passing near the towns of Ninevah, New Florence, Lockport, Bolivar, Blairsville, Bairdstown, Livermore, Saltsburg, Lechburg, and thence to Freeport. It crossed the Conemaugh river to the south bank on a beautifully arched stone aqueduct at Lockport. It will thus be seen that it passed along and through the northern part of our county for a distance of about sixty miles. Though part of this distance it was not within the limits of Westmoreland, it was at all points within our reach and benefited our people accordingly.

The first canal boat on our part of the canal was built at Apollo, and was named General Abner Leacock. It was entered as a freight and passenger boat, and had berths, etc., like the steamboats of a later period.

These two canals were connected by the Portage Railroad, which was completed in 1834. The Philadelphia and Columbia Railroad was completed about the same time. A canal boat could be and actually was brought from the East over the canal and over the mountains on trucks to Johnstown, where it was put on the west end of the canal and finally reached Pittsburgh. The newspapers of that day hailed this as one of the great feats of modern times. Capitalists invested their means in schemes all along the canal route. Business men who were not interested in canal lines, in canal boats



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or turnpikes, stages, etc., or in blast furnaces, were not regarded as wealthy nor enterprising, nor on the true highway to fortune.

A canal may be briefly described as an artificial waterway over which boats are drawn by mules or horses. Beside the canal was a narrow path called a tow-path, on which the mules were driven. They were hitched tandem to a long rope, which was fastened to the front part of the boat. By means of a rudder the boat was kept in the middle of the canal and could be landed at the side opposite the tow-path when necessary. Each section of the canal was necessarily level from one end to the other. The next section of the canal, being either lower or higher than the first, made it necessary to raise or lower the boat. This was done by means of a lock, which was practically the same in construction as the locks now used on rivers which are made navigable by slackwater dams. The average canal was about thirty feet wide and held about four feet of water. The boats varied in size, particularly in length. They were generally about twelve feet wide and from twenty-five to fifty feet long. Two boats could therefore pass each other, for they were never half as wide as the canal.

The canal sometimes passed through small hills by tunnels, and likewise over small valleys or streams by embankments or bridges, the latter being called aqueducts. The canal was fed at the beginning of its highest section, usually by a dam across a stream or river. The water in the canal moved so slowly in passing from one basin to another that it often became stagnant. There being no current, the boat could be landed at any time, and the draft was about the same going either way. It was a very cheap system of transportation. Two mules could easily draw fifty tons and average about two miles an hour. The mules were driven on a rapid walk, unless the boat was unusually heavily laden. While this speed was sufficiently rapid for iron, coal, lumber, or almost any species of freight, it was too slow for passenger traffic, and the canals were never much opposition to the stage coach lines passing over the turnpike. They were of great advantage in the transportation of freight. They are now nearly all abandoned, and one seldom sees even the remains of a lock or basin that is not slowly filling up with sediment, so thoroughly have they been supplanted by railroads.

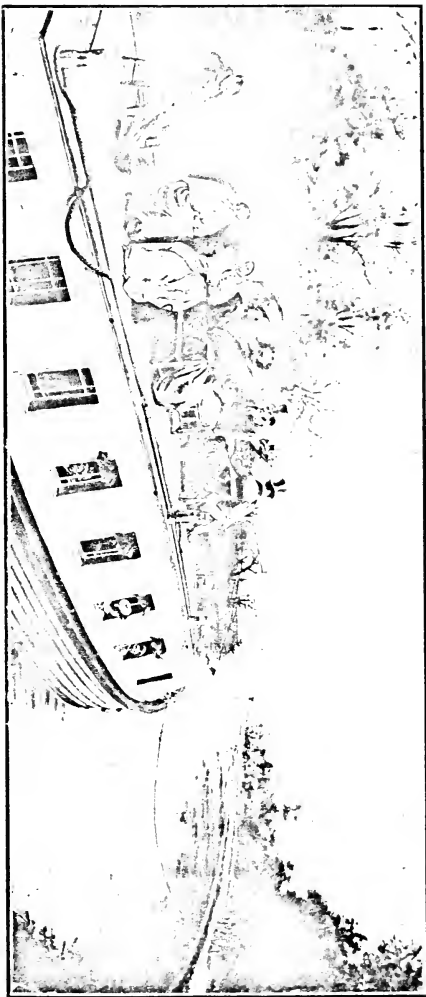
From the "Blairsville Record" of July 23, 1829, we copy the following with reference to travel by canal:

EARLY TRANSPORTATION

We have delayed the publication of our paper till this morning so that we might announce the arrival of the first packet boats, the *Pioneer* and the *Pennsylvania*, at the port of Blairsville. They arrived last evening. They are owned by Mr. David Leech, whose enterprise and perseverance entitle him to much credit. A large party of citizens and strangers met the boats a few miles below this town and were received on board with that politeness and attention for which Mr. Leech is proverbial. The *Pioneer* passed the first lift lock below this place in the short space of three minutes. The boats are handsomely fitted up and well calculated to give comfort to passengers. They were welcomed at our wharves by the presence of many of our citizens of both sexes. They departed at nine o'clock this morning for Pittsburgh.

The reader will understand that these were the first real passenger boats on the canal; freight boats had been in use two years before this. One of the most interesting descriptions of traveling by canal in Western Pennsylvania is given by Charles Dickens in his "American Notes," written during his first visit to America, in 1842:

The canal extends to the foot of the mountains, and then, of course, it stops, the passengers being conveyed across it by land carriages, and taken on afterwards by another canal boat, the counterpart of the first which awaits them on the other side. There are two canal lines of passage boats; one is called the *Express*, and the other, a cheaper one, the *Pioneer*. The *Pioneer* gets first to the mountain, and waits for the *Express* people to come up, both sets of passengers being conveyed across it at the same time. We were the *Express* company, but when we had crossed the mountain and had come to the second boat, the proprietors took it into their heads to draft all the *Pioneers* into it likewise, so that we were five and forty at least, and the accession of passengers was not at all of that kind which improved the prospect of sleeping at night. One of two remarkable circumstances is indisputably a fact with reference to that class of society who travel in these boats, either they carry their restlessness to such a pitch that they never sleep at all, or they expectorate in their dreams, which would be a remarkable mingling of the real and the ideal. All night long and every night on this canal there was a perfect storm and tempest of spitting. Between five and six o'clock in the morning we got up and some of us went on deck to give them an opportunity of taking the shelves down, (by "shelves" is to be understood the contrivance for the sleepers), while others, the morning being very cold, crowded around the rusty stove, cherishing the newly kindled fire, and filling the grate



CANAL BOAT SCENE AS DESCRIBED BY CHARLES DICKENS

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with these volunteer contributions of which they had been so liberal at night. The washing accommodations were primitive. There was a tin ladle chained to the deck, with which every gentleman who thought it necessary to cleanse himself, many were superior to this weakness, fished the dirty water out of the canal and poured it into a tin basin secured in like manner. There was also a jack-towel. Hanging up before a little looking-glass in the bar, in the immediate vicinity of the bread and cheese and biscuits, were a public comb and a hair brush, and yet, despite these oddities,—and even they had for me, at least, a humor of their own,—there was much in this mode of traveling which I heartily enjoyed at the time, and look back upon it now with great pleasure. Even the running up bare-necked at five o'clock in the morning from the tinted cabin to the dirty deck, scooping up the icy water, plunging one's head into it and drawing it out all fresh and glowing with cold, was a good thing. The fast, brisk walk upon the towing-path, between that time and breakfast, when every vein and artery seemed to tingle with health, the exquisite beauty of the opening day, when light comes gleaming off from everything; the lazy motion of the boat when one lay idly on the deck looking through rather than at the deep blue sky; the gliding on at night so noiselessly, past frowning hills, sullen with dark trees, and sometimes angry in one red, burning spot high up where unseen men lay crouching round a fire; the shining out of the bright stars, undisturbed by noise of wheels or steam, or any other sound than the rippling of the water as the boat went on, all these were pure delights.

The great novelist arrived in Pittsburgh at 9.30 p. m. on March 28, as is announced in the "Morning Chronicle" of March 29, so that this trip was taken on the twenty-eighth. He went from Pittsburgh to St. Louis. It must be remembered in this connection that on his first trip to the United States he criticised our cities, our people and our institutions very severely, while on his second trip he was very laudatory in most instances. He even apologized for the severity of his first visit criticisms and caused his apology, or explanation, to be published in all the future editions of his "American Notes."

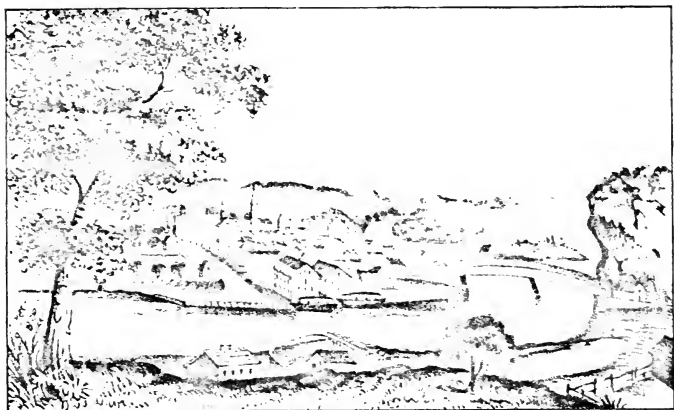
In 1830 David Leech owned and conducted a line of canal boats between Blairsville and Pittsburgh, the rates being: For freight, twenty cents per hundred pounds, and two cents a mile for passengers.

David Stevenson, an English engineer, made the journey from Philadelphia to Pittsburgh in 1836, and gave an extensive and well

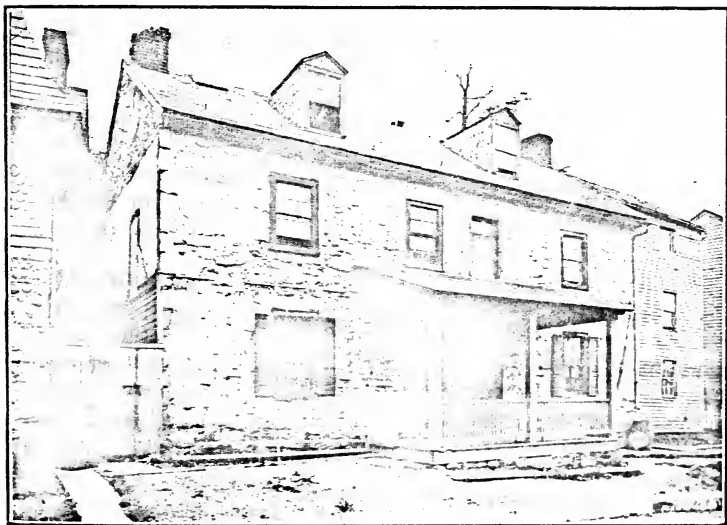
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prepared account of it. The entire distance, he said, was 395 miles, which he traveled in ninety-one hours, at an average rate of less than four and one-half miles per hour, at a cost of three pounds sterling, nearly four cents a mile. One hundred and eighteen miles of this distance was made by railroad, and this method of travel he styles as "extraordinary." The main part of the journey, two hundred and seventy-seven miles, was made by the Pennsylvania canal. He came by the Columbia Railroad from the Delaware river to the town of Columbia on the Susquehanna; thence by the Susquehanna and the Juniata rivers and by the canal to Hollidaysburg, at the eastern base of the Allegheny mountains. Over the mountains he came on the Portage road to Johnstown, where he took the canal down the Conemaugh and Allegheny rivers to Pittsburg. Canal boats for the central division of the canal were frequently hauled on the railroad to Columbia and there put into the canal and brought to Hollidaysburg. That division of the canal had thirty-three aqueducts and one hundred and eleven locks, and rose five hundred and eighty-five feet between its eastern terminus and the foot of the Allegheny mountains at Hollidaysburg.

The Portage road was thirty-six miles long and cost \$1,860,000. It required fully two years of steady work to build it. A second track was added in 1835. It crossed the mountains at Blair's Gap, 2,326 feet above sea level, and had a tunnel on the summit about nine hundred feet long. Much of this distance was made by side-hill cuttings and embankments, which required heavy walls, some of them being a hundred feet high. A thirty horsepower engine, which by means of a large cable, pulled the trains, the descending and ascending ones moving at the same time on the double track. Three cars each, laden with three tons, constituted a load for the stationary engine and cable. Twenty-four cars, with seventy-two tons of freight, could be taken over an incline in an hour, and this was abundantly rapid for the traffic of the road at that time, for during its first years seldom more than a hundred cars passed over it per day. For passengers the trip over the Portage road was very tedious. One might start at Hollidaysburg in the morning at nine o'clock and reach the summit at noon; there he could dine at a hotel and resume his journey, so that by good luck he could reach Johnstown at five o'clock p. m. The time made was rarely less than seven or eight hours.



COLONIAL WAREHOUSES, DELAWARE RIVER, AT EASTON, PENN.



FERRY HOUSE OF DAVID MARTIN, AT EASTON, 1739.

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The western division of the canal, that is from Johnstown to Pittsburgh, was one hundred and five miles long and had sixty-four locks and sixteen aqueducts and a tunnel about a thousand feet long. Shortly after the canal business began, railroad building came. Yet for our people in Westmoreland, and, indeed, for all in Western Pennsylvania, the canal was the only outlet for more than a quarter of a century. The canal, it is said, cost the State \$26,000,000 originally, and subsequent outlays for loss by floods, improvements, etc., brought the cost up to \$40,000,000. It was badly managed during its latter years, for it was managed by politicians appointed as Canal Commissioners by the Governors. It was a constant expense to the State, and was universally called "The Old State Robber." It required many years to pay the State debt entailed by the canal, yet the State gained immensely by it for it saved the traffic of the West from going across New York by the Erie canal. This traffic built up our State from Philadelphia to Pittsburgh, developing particularly the intervening country. Western Pennsylvania should never forget the debt it owes to the "Old State Robber."

It reduced very greatly the cost of transportation of all commodities. The average freight on the canal between Pittsburgh and Philadelphia was about one cent per pound and the time consumed was between six and seven days. Packets, with passengers, ran more rapidly, making the journey in about three days. The fare by canal was also much less than the fare by stage coach, and the canal, therefore, took travel and freight both from the turnpike. Canal boats were not expensive. A man with a few hundred dollars could purchase a boat, employ a few hands and engage in general canal transportation business.

The building of the Pennsylvania Railroad was the first of the railroad projects in America. On March 31, 1823, our Legislature incorporated a company to build a railroad from Philadelphia to Columbia, a town situated on the Susquehanna river, in Lancaster county. The distance was about eighty miles. It was not built for some years afterwards, but its agitation helped to prepare the public mind, and thus contributed, in no small degree, to its ultimate success. Among its incorporators were Horace Binney and Stephen Girard, of Philadelphia. John Stevens, of New Jersey, was the leading spirit in the enterprise.

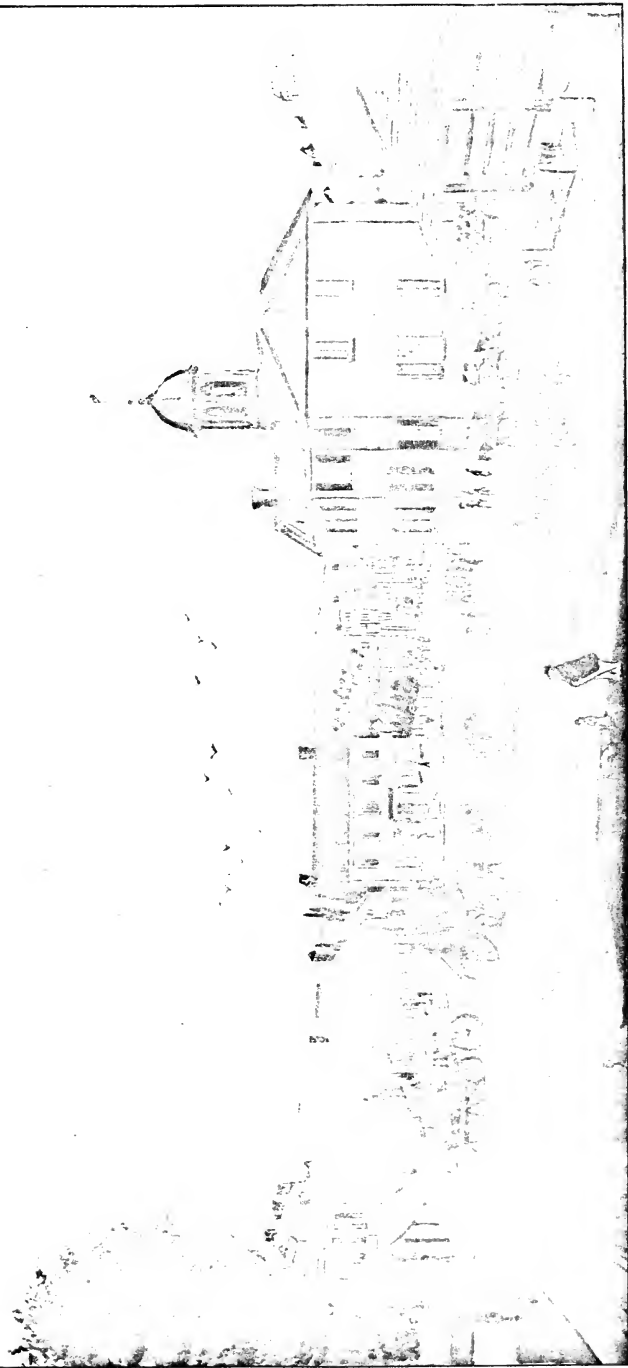


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At that time the majority of our people had no faith in railroads. They truly regarded agriculture as the basis of all wealth, and reasoned that transportation by steam power would injure the sale of horses, oats, corn and other farm products. But New York, in 1826, had completed the Erie canal, which connected the northern lakes with New York City. Our Pennsylvania legislators were bright enough to see that something must be done or the western trade, or the greater part of it, would go that way to the seaboard. The Erie canal was already carrying seventy million dollars' worth of western products to the East each year. In 1828, therefore, commissioners were directed to complete a railroad from Philadelphia to Columbia within two years, and to examine a route over the Allegheny mountains with the ultimate purpose of thus reaching the navigable waters of the Ohio river at Pittsburgh.

The Erie canal was a sad blow to Philadelphia and to our State in general, for it stimulated New York trade at the expense of Pennsylvania. Our State, therefore, appropriated two millions of dollars for the project of opening a way between the Ohio river and Philadelphia. It was a large sum for that day, but the Legislature was equal to the emergency. They continued the charter of the Bank of Pennsylvania for eighteen years on an agreement that the bank would lend the State four millions of dollars at five and one-half per centum interest. This money all went into canal and railroads between Philadelphia and Pittsburgh. With it was built the Columbia road and also the Portage Railroad across the Allegheny mountains. Thus they in a measure triumphed over a most serious barrier between the East and the West. Under the circumstances the "Old Portage Road" has not been surpassed by railroad building in America. It consisted of eleven levels, or grade lines, and ten inclined planes. The cars were pulled over the levels by locomotives, and were pulled up the inclined planes by wire ropes attached to stationery engines at the tops. It was operated for twenty years and was one of the wonders of America. From Johnstown going east, the five inclines, with an aggregate length of 9,670 feet, raised the train 800 feet; the five inclines on the eastern slope of the mountains with an aggregate length of 13,499 feet, lowered it 1,202 feet. The levels between the inclines were constructed so as to gradually raise or lower the train, that is, they were not quite level.

Thus by means of these two railroads and the canals, they opened



OLD-TIME SCENE IN EASTON, PENNSYLVANIA

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up a continuous line of travel and transportation from Philadelphia to Pittsburgh as early as 1834. The line consisted of a railroad from Philadelphia to Columbia, eighty-two miles; then came the canal, one hundred and seventy-two miles from Columbia to Hollidaysburg; then the Portage road from Hollidaysburg to Johnstown, thirty-six miles; and last a canal from Johnstown across the northern part of Westmoreland county and then on to Pittsburgh, a distance of one hundred and four miles, making in all three hundred and ninety-four miles. Freight, of course, had to be handled with every transfer, and its transportation was slow and expensive. The State had expended about fourteen millions on the project, and never realized anything of value from it by way of dividends. But it was of untold benefit to the country through which it passed, and by the development of our resources, the State was in the end an abundant gainer.

As soon as this route was finished, a project was set on foot and agitated for many years to construct a railroad all the way, that is, to supplant the canals with railroads. On March 6, 1838, a general convention was held in Harrisburg to urge the building of the road to Pittsburgh. Delegates were present from twenty-nine counties and a good many from Ohio. Thus the matter was agitated, and not long after Mr. Charles L. Schlatter was appointed by the Canal Commissioners to survey and determine the best route upon which to build a railroad to the West. In 1840 he reported three routes which he had surveyed. One of these routes followed the Juniata and, crossing the mountains, passed down the Conemaugh. This was thought to be the best route. It was he and his survey which first demonstrated conclusively that the Allegheny mountains could be crossed without using inclined planes. The project did not assume a tangible shape until 1846, when on April 13 the incorporating act of the Pennsylvania Railroad Company was passed by our Legislature. On February 25, 1847, Governor Francis R. Shunk granted a charter to the company, and work was soon begun at both ends, that is, at Pittsburgh and at Harrisburg. The grading of fifteen miles east of the former city was let on the twenty-second day of July. On September 17, 1850, the road was opened to Hollidaysburg, where it connected with the Portage road across the mountains. In August, 1851, twenty-one miles from Johnstown were finished, and this, with the part built east from Pittsburgh, left

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a gap of only about twenty-eight miles to finish to complete the entire road. The following year this gap was closed up, and on December 10, 1852, the trains began to run from Philadelphia to Pittsburgh. The Portage road was still used in crossing the mountains, but by February 15, 1854, the road over the mountains was finished and trains passed through from Pittsburgh to Philadelphia without using the incline planes.

The Allegheny mountains had for twenty-five years been considered an unsurmountable barrier. The completion of the road was of great advantage to Westmoreland county and its industries, and because of the benefits we reaped from it, we have dwelt longer on its early history than the road would otherwise warrant. A great deal of credit for its construction is due to the early Representatives and Senators in the Legislature. They were men of much more ability than the average legislator. Those who then represented Westmoreland were vigilant in looking after the interests of their county, and managed to have it included in all the great railroad and canal building schemes undertaken by the commonwealth.

Public meetings were held in Greensburg, one as early as April 19, 1836, to express a desire for the people to have the railroad pass through Westmoreland and through Greensburg. Such agitations were not unnecessary, nor were they without reason. Schlatter was then surveying, and from his examinations, reported a route south of the present location, and which would have passed only through the southern part of the county. This southern route had, moreover, been reported as the preferable one by Hother Hage, a distinguished engineer, some years prior to Schlatter's survey. This was called the southern route. But Schlatter also reported a third route, called the northern route, which passed up the Susquehanna and down the Allegheny river to Pittsburgh. While this route was longer than either of the other routes, it had one advantage which appealed to all, viz., by a short branch to the northwest, it was possible to reach Lake Erie with all the commerce on the Northern lakes, which was then almost all passing through New York. A road to Lake Erie would divert this trade and draw it over the proposed Pennsylvania Railroad. The survey of the road through our county was made by Charles DeHass, and it was he who, in January,



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1837, first reported in favor of the route passing through Greensburg.

The grading of the road near Greensburg began in 1849. The tunnel at Greensburg and the immense fills east and west, made it one of the most difficult and expensive sections west of the Allegheny mountains. The contractor was Michael Malone. The section west of Greensburg, which included the old Radebaugh tunnel, was let by contract to Richard McGrann, Jr. Charles McCausland was contractor for the next section eastward, including the "cut" near the old fair grounds. It required about three years to complete the work near Greensburg on account of the heavy fills, etc., above referred to. All the earth for these fills was hauled there in carts. A strike occurred in November, 1850, the report of which shows something of the wages paid laborers employed on the work. When the days began to shorten with approaching winter, the contractor reduced the wages from one dollar per day to eighty-seven and one-half cents per day, and a general strike was inaugurated. As is usual in such cases, the men went to work again, after a week's idleness, at the reduced wages.

The first locomotive which entered Westmoreland county came from the West, that is, from Pittsburgh. It had been built in the East and taken to Pittsburgh in pieces on canal boats. It arrived at Radebaugh's, near Greensburg, on Monday, July 5, 1852. Its coming had been widely heralded and men, women and children came from all sections of the county to witness the unprecedented event. Most of them had never seen a locomotive before, and many a level-headed visitor studied it with deep and curious interest, trying to discover the secret of its hidden strength. On Thursday, July 15, 1852, trains began to run regularly from Radebaugh to Pittsburgh and return. The daily train left the station at six o'clock a. m. and reached Pittsburgh, twenty-nine miles, in two hours. It returned again in the evening, leaving Pittsburgh at six thirty and reached Radebaugh's about eight o'clock. The fare each way was eighty cents.

A few months later, on November 29, was the eventful day for Greensburg, so far as railroad building was concerned. It will be understood that trains from Pittsburgh stopped at Radebaugh's, two miles west of Greensburg, because of the immense fill immediately west of Greensburg, which was not yet completed. On No-

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vember 29 it had been finished, and the engine passed over it and through the tunnel and over the embankments east of the tunnel. It passed over them very slowly, going over them several times, perhaps each time with more assurance and speed, to test the solidity of the massive piles of earth and stone. Later in the day a train passed over the entire length of the road in the county. It was a great event. For almost a generation they had been talking about it and projecting it. Now, at last, it was a reality. People of all ages, from all directions, gathered at the station, or along the line, to see this wonder of the nineteenth century. Not alone was the railroad a curiosity among the people of the rural sections when it first made its appearance. Though poorly equipped and only in embryonic form of the railroads of to-day, travel by railroad was the marvel of the age.

The celebrated statesman and abolitionist, Joshua R. Giddings, of Ohio, one of the ablest men of his day, when on his way to Washington in November, 1838, to assume the duties of his long and noted career in Congress, took his first ride on a railroad. The experience was so remarkable to him that he made the following note of it in his journal. Its uniqueness entitles it to a prominent place in railroad literature:

At eleven o'clock about one hundred and twenty passengers, seated in three cars carrying from forty to sixty passengers each, started upon the Baltimore and Ohio Railroad for Washington. The cars were well carpeted and the seats cushioned. We had also a stove in each car, which rendered them comfortably warm. Thus seated, some conversing in groups, others reading newspapers, and some, from loss of sleep in traveling, sleeping in their seats, we were swept along at the rate of fifteen miles per hour. At the usual time our candles were lighted and we presented the appearance of three drawing rooms filled with guests traveling by land. At about seven o'clock we arrived at Washington City. The moment we stopped we were surrounded on every side with runners, porters, hackmen and servants, one calling to know if you would go to Gadsby's, another if you would go to Brown's, another if you would take hack, etc. They are a source of great annoyance, which the police ought to prevent.

The "Greensburg Gazette" of March 25, 1824, had in it a picture representing a railroad engine drawing three cars laden with coal. Three columns of the paper are devoted to a description of this won-





THE OLD AND THE NEW



THE ARRIVAL OF THE TRAIN

From "Stage Coach and Tavern Days" by Alice Morse Earle

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derful motive power, then recently introduced in England. The editor thought it marvelous that three cars filled with coal could be transferred by one engine twelve or fifteen miles per hour. He informed his readers, however, so that they might not "lay the flattering unction" to their souls, for it would be impossible to introduce such a method of transportation in Western Pennsylvania because of the hills. "It would require too many engines to haul the cars over the hills. It can never be used near Greensburg because of the hills, because we are situated on one and surrounded by them on all sides."

To further illustrate the popular idea, the well authenticated story of James Burns presents itself. He had been a contractor in building the Pennsylvania canal, and was afterwards a canal commissioner, but was extremely incredulous as to the power or possibility of steam engines to surmount and draw carriages over the crest of the Allegheny mountains. Meeting J. Edgar Thomson, then an engineer on the proposed road over the mountains, but who in after life became one of the road's most distinguished presidents, Burns asked him how many miles per hour an engine could run over the eastern end of the railroad, which was already constructed. Being told, he then asked how many hours it would take for a train to run from Pittsburgh to Philadelphia when the road was completed. Thomson told him it would require fifteen. In telling this story shortly afterwards, Burns said: "Then I knew that Thomson was a blathering idiot."

The early roads in the eastern part of the State were built without ties, but had posts sunk to the level of the roadbed, and on these posts the rails were spiked. Soon after these posts were abandoned for ties. All rails were at first made of wood and they were reinforced by long strips of iron being spiked on the top side of the rail. On these strips of iron the car wheels rolled. Solid iron or steel rails were not then thought of, for iron was too expensive, as it was manufactured in those days, to be used as railroad rails. When the spikes in the strips of the iron came out, the strips often curled up as the wheels passed over them, and the end sometimes punctured the bottom of the car. This was called a "snake-head," and was very much feared by the passengers. Wood was used for fuel instead of coal in making steam for the engine. As a result, not infrequently live coals fell on the passengers' clothes when the

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windows were open, and burned holes in them before they were noticed. In many of the earlier cars, seats were arranged lengthwise at the sides; for night travel they were more readily converted into bunks than the short seats are. Above these seats was a hanging shelf, the design of which was borrowed from the state-room of a canal boat. When the car was crowded at night this shelf was let down and on it sleeping passengers were made as comfortable as possible. This rude car, with its sleeping shelf, was in reality the embryonic sleeping car of modern travel.

To the foregoing may be added the following from the pen of Mr. F. W. Coburn, author of "Lowell (Mass.) and Its People," now in press (Lewis Historical Publishing Co.):

In the general story of navigating on the Merrimack, the Middlesex canal supplies one of the chief chapters. John L. Sullivan, who succeeded Colonel Baldwin, as superintendent of the canal, was a man of much business energy and drive, who became interested in steam navigation immediately following Fulton's successful demonstrations on the Hudson. In 1814 Sullivan obtained a charter to build boats after models of his own. His first effort was a stern-wheeler, which was operated for a time on the canal, but which created such a wash that it injured the banks. He persevered and a little later extended a steamboat service up river to Concord, New Hampshire.

On June 22, 1819, the "Concord Patriot" extended to Mr. Sullivan the courtesy of what would now be called a "reading notice." "The citizens of Concord," it stated, "have for two weeks past been much gratified with the appearance for the first time, of a steamboat in our river. A good portion of the ladies and gentlemen in town, availed themselves of the very polite invitation of the proprietors to take pleasure rides up and down the river in Mr. Sullivan's steamboat." It is notable that Mr. Sullivan originally purposed to use his steamboat for towing freight carriers up the Merrimack, but he soon found that the rapids above the mouth of the Nashua were so strong that the craft barely made her own way against the current.

Much of the freight and passenger traffic of the manufacturing community that was slowly growing up at the falls of the Merrimack and Concord was by way of the Middlesex canal. Like all canal transportation this had a picturesque color of its own, which later annalists have liked to revive. The long flat-bottomed boats, drawn by horses, were called "gondolas," a name which is said still to be applied to similar boats on the Delaware & Hudson canal.



EARLY SPRINGFIELD, MASS., WITH VIEW OF CONNECTICUT RIVER

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The captains of the "gondolas" were almost universally native New England men of good character and reliability. "The bow hands," Judge Hadley recalls, "were a hard working and, it must be confessed, although there were some exceptions, a hard drinking class; but I can remember but few cases of drunkenness among them when about their business. The favorite, and, as I remember, the only beverage, was New England or Medford rum, a gallon jug of which somewhat fiery stimulant was always to be found in the captain's chest under the steering sweep in the stern of the boat."

Not much imagination is needed to picture lively scenes at the tavern in Middlesex Village after it had become a rendezvous of the canal employees. Frequently fifteen or twenty boats would spend the night at the locks, and the crews would make merry in the bar-room. "Flip" was the high-class beverage of the day, but for the most part the canal men bought black strap, a mixture of rum and molasses, at three cents a glass. "Plenty of drunkenness, Uncle Joe, in those days," Benjamin Walker queried of an ancient boatman who was discoursing on the good old times. "Bless your heart, no!" was the reply. "Mr. Eddy didn't put up with no drunkards on the canal. They would drink all night, sir, and be as steady as an eight-day clock in the morning."

The horses by which this canal boat service was carried forward were hard-working animals in a day when there was no Society for the Prevention of Cruelty to Animals. Their greatest liability to suffering was from galling at the collar. The captains, it is recalled, were usually very considerate of their valued motive power, though occasionally one was so careless as to rouse the ire of Judge Hadley's father, for many years in charge of the locks at Middlesex Village.

Travel was permitted on the Middlesex canal on Sunday, but "in consideration of the distance from home at which those persons using it generally are, it may be reasonably expected that they should not disturb those places of public worship near which they pass, nor occasion any noise to interrupt the tranquility of the day. Therefore it is established that no Signal-Horn shall be used or blown on Sundays."

Many documents concerning the operation of this property were kept by Mr. Sullivan in a scrapbook which is now in the special libraries department of the Boston Public Library. These admirably supplement the reminiscences of many of the older residents of Lowell. Under the caption of "Middlesex Canal Navigation," a notice, undated, but believed to belong to the first decade of the nineteenth century, gives details of the conditions imposed by the proprietorship upon shippers and passengers. It is as follows:

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The public are informed that a large Boat, called the Washington, conveying upwards of thirty tons, covered so as to secure goods and passengers from the rain, and having two commodious rooms in her, will proceed from the head of the canal (having laid there one day previously to receive freight) on every Thursday morning, and arrive at Charlestown the same day before night. She will remain at Charlestown from Thursday to the next Tuesday, to receive freight, in which interim she can proceed over to Boston to deliver freight brought down the Canal, or to take on freight to be transported into the country. The Boat is drawn by two horses, having a relief on the way, and conducted by Mr. Wardwell. The passengers will bring their provisions on board, as there can be no delay to go on shore for refreshment. The passage money is four cents a mile, and passengers will be taken on and landed where they shall choose.

* * * * *

The first locomotive to be built at Lowell was placed upon the rails, June 30, 1835. No longer was the railroad dependent upon English machine shops. The naming of this engine created something of a local commotion. In compliment to Patrick Tracy Jackson, it was proposed to call the new locomotive "The Jackson." It happened, however, that at the moment feeling among Lowell Whigs against General Andrew Jackson ran very high, and strenuous objections to this naming were registered. As a compromise the management of the machine shop called the engine "The Patrick." A second one was finished four days later and was christened "The Lowell." This locomotive was the first to be devoted exclusively to freight hauling.

The first ticket agent at the Merrimack street station was a Mr. Long. His honesty was evidently never in question, for his opportunities for collusion with himself seem to have been unlimited. The system was such, the tradition goes, that he sold the ticket at the station and then went aboard the train just before it started, to collect them. The railroad had been chartered to carry passengers to Boston for seventy-five cents; the management at once set a price of one dollar. To live within the law, however, one car on each train was run, at the legal price. This was a rude open box car with a few rough pine seats. People who possibly could afford to pay the additional twenty-five cents never rode in the second-class car.

Concerning the running of the first trains out of Lowell, Mr. Taft recalls that the original conductor was John Barrett, a native New Englander. The original engineer, who merited the adjective in both senses of the word, was William Robinson, a Briton, who had been imported for this special work. Robinson took a quite lofty view of his own indispensableness, and readily undertook to play upon the credulity of the ignorant natives. "He was not very particular about train time, would saunter up to the depot about an hour after his train was due to start, carelessly look around upon the waiting passengers, look over his engine, mount the platform, put on his kid gloves and in his own good time and pleasure, start his train toward Boston. He would also stop his train suddenly when he got nearly to a station, jump down, look the engine over

Rail-Road & Steamboat MAIL STAGE LINES.



**FROM WORCESTER DEPOT,
For Greenfield, Mass., Brattleboro', Vt., Keene, N. H.
DAILY,--[Sundays excepted.]**

STAGES leave WORCESTER,
on the arrival of the Morning Trains of Cars from Boston, Norwich, Springfield and Steam-Boat from New-York, via, Norwich, passing over the Barre and Petersham New Road,—DINING AT PETERSHAM,—arrive at Greenfield and Brattleboro', at 7 o'clock, P. M.

RETURNING:

Leave Greenfield and Brattleboro', at 6 o'clock, A. M.—DINING AT BARRE,—arrive at Worcester, in season for the afternoon Trains of Cars for Boston, Norwich, Springfield, and Steamboat via, Norwich for N. Y. **STAGES** leave Winchester on the arrival of Worcester Stage via, Barre and Petersham, **TUESDAYS, THURSDAYS, and SATURDAYS,** and arrive at Keene, N. H., same day.

MONDAYS, WEDNESDAYS and FRIDAYS,
STAGES leave Worcester on the arrival of the morning Trains of Cars from Boston, Norwich, Springfield, and Steamboat from New York via, Norwich.—DINING AT TEMPLETON,—arrive at Keene, N. H., the same day at 7 o'clock, P. M.

RETURNING:

Leave Keene, **TUESDAYS, THURSDAYS, and SATURDAYS,** at 6 o'clock, A. M.—DINING AT TEMPLETON,—arrive at Worcester, in season for the afternoon Trains of Cars for Boston, Norwich, Springfield, and Steamboat via, Norwich for New York.

Also.--Stages leave Worcester,

Mondays, Wednesdays and Fridays, on the arrival of the Morning Trains of Cars, for Greenfield and Brattleboro', via, Templeton and Athol, arriving the same day.

RETURNING:—Leave Greenfield and Brattleboro', **TUESDAYS, THURSDAYS and SATURDAYS,** and arrive at Worcester, in season for the afternoon Trains of Cars for Boston, Norwich, Springfield, and Steam-Boat via, Norwich, for New York.

PASSENGERS

Will be furnished with Stage and Rail Road Tickets, on application to F. A. BILLINGS, No. 7, or J. BROOKS, No. 11 Elm Street, Boston.—ADAMS & CO., No. 7 Wall Street, N. Y.—D. LONG, Greenfield, Mass.—L. FARR, Brattleboro', Vt.—W. W. MARSH, Keene, N. H.

Passengers purchasing their Tickets at No. 7, Elm St., Boston, for Greenfield, or Brattleboro', will be called for, and conveyed to the Cars, FREE OF EXPENSE.

G. TWICHELL & CO.

Worcester, July 1, 1842

G. J. GURCH & FISK, Printers—No. 15 Central Exchange, Worcester, Mass.

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anxiously, crawl under it, remove a nut from some bolt, look it over and put it back again. The next day the papers would have an account of how the engine had broken down on its way, but had been skillfully repaired by Engineer Robinson. It was not long, however, before the management caught on, and he was replaced by a skilled mechanic from the Locks and Canals Locomotive Works, from which source the engineers required were obtained for many years."

Of the inauguration of railroad service between Lowell and Boston, Mrs. Robinson says, in "Loom and Spindle." "I saw the first train that went out of Lowell, and there was great excitement over the event. People were gathered along the street near the 'deepot,' discussing the great wonder; and we children stayed at home from school, or ran barefooted from our play, at the first toot of the whistle. As I stood on the sidewalk I remember hearing those who stood near me disputing as to the probable result of this new attempt at locomotion. 'The engine never can start all them cars.' 'She can, too.' 'She can't. I don't believe a word of it.' 'She'll break down and kill everybody,' was the cry."



American Loyalists in South Wales

BY E. ALFRED JONES, LONDON, ENGLAND



FROM the early days of the American Revolutionary War, large numbers of American loyalists sought refuge in the British Isles. Many of these were government officials, custom officers, judges and others, who had been deprived of their offices and emoluments; many were clergy of the Episcopal church and missionaries of the Society for the Propagation of the Gospel, who, rather than decline to offer the prayer for the King in the Book of Common Prayer, and sharing with John Fowler, a Massachusetts loyalist, the conviction contained in his petition, “. . . fully convinced as a Christian that his duty to his King must be performed to answer a good and just conscience . . .” preferred to sacrifice their livings and suffer exile and privations. Another class of loyalist exiles was composed of merchants of varying degrees of prosperity, who, at an advanced period in life, suffered sudden change from affluence to poverty and distress. London, the seat of government and the capital of the British Empire, was the goal of many of the more prosperous loyalists. Here their claims for compensation were to be heard, and here they hoped to be awarded the full amounts of their claims for the loss of their real and personal property, and for their heavy losses from debts left unpaid by their debtors.¹

Bristol, the landing place of so many ships which bore the unhappy exiles, was the refuge of a considerable colony, composed mostly of loyalists from Massachusetts. It was selected mainly because the cost of living in London was beyond the means of these distressed people, the annual allowances of the British Government, comparatively generous as they were in the circumstances, being barely sufficient in many cases for the maintenance of large families. The proximity of Bristol to Bath, the gayest and most fashionable English city outside London, may have had some influence

¹*“The Colony of Massachusetts Loyalists at Bristol,”* Mass. Hist. Soc., by Prof. Wilbur H. Siebert, Jan., 1912.

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in their selection of it as a place of residence. The large number of loyalists of Scotch origin or of Scotch descent, who outnumbered the English loyalists, not unnaturally returned to their friends and relations in Scotland; while the not inconsiderable number of Scotch-Irish loyalists found homes amongst their family connections in the north-east of Ireland.

Towards South Wales, being a "cheap country," the eyes of several loyalists turned, and here a certain number settled, until removed by death or other causes, as will be shown in this article. Selecting the names at random, the first of the American loyalist refugees in South Wales was Samuel Mather, who chose as his abode the ancient borough of Cowbridge in Glamorganshire. Born in February, 1736-37, the bearer of this illustrious New England name was the eldest son of Rev. Samuel Mather, of Boston, and was, in the words of his petition to the Commissioners of American Claims in London, "descended from some of the most ancient and reputable settlers" in the Province of Massachusetts Bay. Like many of the prominent colonial families who fought on the loyalist side in the Revolutionary War, he and other members of his family had served in the war against the French in North America. Samuel Mather himself was an officer in a provincial corps, and as a reward for his services was in 1763 appointed Amherst as Deputy Commissary General in Quebec, an appointment which he held until a change from military to civil government occurred in that province. One of his brothers perished at the siege of Havana, where many Anglo-Americans lost their lives, and another lost his life with his regiment at Halifax, Nova Scotia. While stationed in Quebec, Samuel Mather was appointed a justice of the peace and a commissioner of the Court of King's Bench. In or about 1771 he removed to his native place, Boston, and in that year, by the influence of friends and relations, received the appointment of chief clerk at the Customs, as well as some minor offices.

By his adoption of the loyalist side in the Revolutionary War, Samuel Mather incurred the implacable hostility of his revered father, and in his own pathetic words, was "guilty of disobliging the best of fathers by refusing his advice and commands to quit the service of His Most Gracious Sovereign, and enter into that of the States of America." But he elected to follow into exile his beloved maternal uncle, Governor Thomas Hutchinson, (whose sister Han-

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nah had married Rev. Samuel Mather), rather than espouse the American cause, painful as was the severance from his father and other members of the Mather family.

Writing from Ilfracombe, on the coast of Somerset, in a letter dated 29th October, 1782, to one Counsellor Price of Cowbridge, Samuel Mather says that he "intended removing back to some part of Glamorgan as soon as the bathing season was over here, and to have taken a small cot with a bit of land to myself if I had received my allowance from Government, that I might enjoy the pleasing acquaintance I had made in that country, but alas! I cannot stir for want thereof." He called upon Counsellor Price in *forma pauperis*, having lost by death the only friend to whom he could freely apply for assistance in his distress, namely, his uncle, Governor Hutchinson. To Miss Price, Miss Harris and Mrs. Morgan at Cowbridge, Samuel Mather sent his compliments in this letter.

An examination of the loyalist claims shows that the amount of his claim on the British government for the loss of his property was £200, which was paid in full. A further claim of £225 for the loss of his annual income at the Customs at Boston was met by a payment of £200, while his annual allowance or pension from the Treasury from 1784 until his death was £100.² Samuel Mather had married Margaret, daughter of Benjamin Gerrish, and died in 1813 at Boston, the place of his birth.³

In this same little old Welsh town dwelt for a while another and more eminent Massachusetts loyalist, William Browne, of Salem, sometime representative in the General Assembly and Judge of the Superior Court, who was one of the two hundred or more loyalist members of Harvard College, and a member of one of the most highly respected families in the Province. So vast in extent and value was his real estate in Connecticut and Massachusetts that his claim reached the large total of £32,256 sterling, and the final allowance was £7,658. His only son, Lieut. William Browne, who had been educated at Winchester College, one of the most famous of English public schools (where the son of another American loyalist was admitted a scholar during the Revolutionary War), was ga-

²Public Record Office, London, Loyalist documents, etc.: A.O. 12/99, fo. 226; A.O. 12/109; A.O. 13/47; A.O. 13/75; A.O. 13/83; A.O. 459/7; T. 50/8; T. 50/44.

³"The Mather Genealogy," by Horace E. Mather, 1890.

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zatted to the 58th Regiment of Foot in 1779. Lieut. William Browne, in his petition of 16th December, 1780, states that his father had been living in England, since his banishment from his beloved home at Salem, "until he was obliged to seek a retreat better adapted to his circumstances, and is now concealed among the rugged mountains of Wales subsisting with a family upon a salary of £200 a year."

William Browne, the elder, had lived in South Wales for over two years, as is confirmed by Governor Hutchinson's Diary, under date of 24th July, 1778, when the Governor went on a visit to Cowbridge and called upon him and his wife, as well as Mr. and Mrs. Murray, who were also American exiles. The ever hospitable Governor of Massachusetts wrote to William Browne at Cowbridge on 7th April, 1779, asking him to send his son, who was about to be gazetted to his regiment, to London, so that his (the Governor's) tailor might make his military uniform, and inviting the young subaltern to breakfast and dine with him during his visit to London, before embarking with his regiment for Gibraltar. Lieutenant Browne served throughout the memorable siege of Gibraltar⁴ from 1779 to 1782, as did another young American officer from Virginia, Lient. Prestley Thornton, of the 12th Regiment of Foot. This young officer's life came to a tragic end by hanging himself on 30th April, 1786. Jonathan Dowse, a Massachusetts loyalist, living in exile at Carmarthen in South Wales, gave an account of this affair to Dr. Peter Oliver, who mentions it in his Diary,⁵ and describes Lient. Browne as a worthless character, though on what evidence is unfortunately not revealed.

It will be remembered that a third American is associated with the Siege of Gibraltar by his well-known painting of it, in the National Gallery in London, namely, John Singleton Copley.

William Browne,⁶ the elder, left Cowbridge on his appointment as

⁴"*The History of the British Army*," by Hon. John Fortescue, Vol. iii. p. 427, and the *Encyclopedia Britannica* contains a bibliography of the Siege of Gibraltar.

⁵Printed in Governor Hutchinson's Diary, Vol. ii. p. 423.

⁶For an account and other particulars of the Browne family, see "*The Loyalists of Massachusetts*," by G. H. Stark, pp. 449-451; "*The Old Silver of American Churches*," by E. Alfred Jones, 1913, pp. 421-423 and 431; "*The Ontario Bureau of Archives*," 2nd Report, pp. 638-646, 720-721 and 1272, and "*The Loyalist Documents in the Public Record Office*," London, in A.O. 12 and 13.

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Governor of Bermuda,⁷ on 19th January, 1781. He remained in that island until his retirement in 1788, when he returned to England, dying in 1802 at the age of 65, and leaving, according to his will, two daughters, Catherine and Mary.

The fifth Massachusetts loyalist, including Mr. and Mrs. Murray previously mentioned, who was a refugee in South Wales, was John Erving, of a distinguished New England family, a prominent merchant of Boston, one of the Mandamus Councillors, and colonel of the militia before the outbreak of the Revolutionary War. The length of his residence in the old borough of Haverfordwest is not disclosed in the documents. In comparison with others (the £200 of Governor Browne for example), John Erving's allowance of £300 a year from the British Treasury was generous. From South Wales he removed to Bath, where he died on 17th July, 1816.⁸

Allusion has already been made to the loyalist, Jonathan Dowse. He was the son of Joseph Dowse, Customs Officer at Salem, Massachusetts, likewise a loyalist, and was born 22nd July, 1739. On 15th June, 1774, he was appointed deputy surveyor and searcher at the Customs at Salem and Marblehead. Fleeing for safety from Massachusetts at the outbreak of war, he eventually reached England, leaving his aged father and mother, Joseph and Jane Dowse, and three spinster sisters, at Boston, where they lived in great distress on a small allowance from the British government.

The date of the arrival of Jonathan Dowse at Carmarthen, "the cheapest part of Wales," as it is described in the loyalist documents, is not recorded, but he was a resident there in September, 1788, in broken health, and finding his small pension of £25 insufficient for his needs, despite the exercise of the severest economy. His pension was granted on 5th July, 1788, (with an extra allowance of £15 in 1797-1798), and was continued until 1802, when he doubtless died.⁹

The town of Carmarthen was also the refuge of another Massachusetts loyalist, Hannah Pollard, who claims consideration from the fact that her husband, Benjamin Pollard, a Boston merchant,

⁷"Another Massachusetts" loyalist, Daniel Leonard of Taunton, was Chief Justice of Bermuda during the Governorship of William Browne.

⁸"*The Loyalists of Massachusetts*," by J. H. Stark, pp. 298-299. Public Record Office, London: A.O. 12/82, fo. 2. A.O. 12/105; fos. 3-4, 8; A.O. 12/109, fo. 134; A.O. 13/45; T. 50/6; T. 50/25.

⁹A.O. 12/105, fo. 35; A.O. 12/109, fo. 126; A.O. 13/44; A.O. 13/83. *Ibid.*

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was an active combatant in the war, having been appointed an ensign in the famous loyalist corps, De Lancey's Brigade, so called after its founder, Brigadier-General Oliver de Lancey, of New York, who had commanded an American provincial regiment in the war against the French, which ended in the conquest of Canada. This corps was at first divided into three battalions, General de Lancey being colonel of the first, with his son-in-law, John Harris Cruger, as lieutenant-colonel.

Benjamin Pollard was gazetted to the 2nd Battalion, which he accompanied to Georgia in November, 1778, and was present at the end of December following, when Lieut.-Col. Archibald Campbell, commander of a detachment of British troops sent to that province, attacked and defeated the American forces under Gen. Robert Howe, and captured Savannah. The detachment of De Lancey's corps in that engagement specially distinguished itself, and its leader, Lieut.-Col. John Harris Cruger (whose great merits as a provincial officer have received inadequate appreciation) received well-deserved praise. Ensign Pollard met his death in action, in the gallant defence of Savannah against the unsuccessful assault on 4th October, 1779, by the combined forces of the Americans under Gen. Lincoln and the French under Count d'Estaing. Mrs. Hannah Pollard claimed £1,572 for the loss of her husband's property at Boston, and was awarded compensation to the amount of £200, receiving a pension of £30 per annum from 1784 to 1818, when her death is believed to have occurred.¹⁰

Lieut. James Smyth was born in 1759, and five years later accompanied his parents from his native county of Gloucestershire to Beaufort, South Carolina, where they died shortly after their arrival. In 1779, the youthful James Smyth joined one of the loyalist corps as an ensign, against the advice and desire of his friends and of his guardian, William Hazzard Wigg. Offers of prospects of early advancement in the American army failed to tempt him from his allegiance to his King and country. Promotion followed by his appointment as lieutenant on 22nd November, 1780, in the King's Carolina Rangers,¹¹ in which he served until that well known

¹⁰Public Record Office, London: A.O. 12/81, fo. 46; A.O. 12/105, fo. 108; A.O. 12/109, fo. 244; T. 50/8; T. 50/25; A.O. 13/49; A.O. 13/75.

¹¹The King's Carolina Rangers would seem to have been formed in June, 1779, by the redoubtable loyalist, Lieut.-Colonel Thomas Brown, from his loyalist corps, the King's Florida Rangers.



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loyalist corps was disbanded in 1783, when he returned to England and lived on his half-pay of 2s. 4d. a day. Lieut. James Smyth is next heard of in 1784, in South Wales, where he resided at Cwm Castell, an early seventeenth-century house, now much decayed, in the parish of Newchurch, Carmarthenshire. Two witnesses to his loyalty and military services in America, before the Commissioners in London, were Mrs. Katherine Palmer and Lieut. John Anderson, a brother officer in this regiment, both of whom were at that time living in or near the town of Carmarthen.¹²

Lieut. John Anderson,¹³ just mentioned, was born in England in 1762, and on 21st November, 1780, at the age of eighteen was appointed lieutenant in the King's Carolina Rangers, in which he served until that corps was disbanded, when he retired on half-pay.¹⁴

The history of Mrs. Katherine Palmer referred to above, is briefly as follows. She was taken at an early age from Gloucestershire to South Carolina, and appears first to have married one Harvey or Hervey. She was possessed of considerable real and personal property, negro slaves, furniture, and silver plate, amounting in all to about £3,000, which included debts due to her, all of which she lost. In addition to suffering this heavy loss and the consequent deprivations, she was obliged to submit to the humiliation of being kept a close prisoner to a house at Charleston, which was guarded by sentries, on suspicion that her love and affection for her native country would induce her to convey intelligence to the British army. The horrors and calamities of the war to her were past her abilities to describe. After the British evacuation of Charleston, Mrs. Katherine Palmer, like many other loyalists from the southern colonies of America, sought refuge in Jamaica. There, however, she was unable to support herself and her children, and she left for England, finally settling in 1784 at Carmarthen. Her petition conveys no hint of the full name of her husbands, Harvey and Palmer, nor is any information vouchsafed as to whether the second was alive in 1784. With her petition is the original certificate of Lieut. James Smyth, dated from Carmarthen, 2nd June, 1784, testifying to her

¹²Public Record Office, London: A.O. 12/92, fo. 1a. 97; A.O. 12/99, fo. 5; A.O. 13/83; Ind. 5604-5605-5606.

¹³Sabine's *Loyalist*, Appendix.

¹⁴Public Record Office, London: Ind., 5604, 5605 and 5606.

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loyalty and her losses.¹⁶ Mrs. Katherine Palmer's losses are enumerated as follows:¹⁶ Plate, gold watch and rings, £150; wearing apparel, £200; furniture, £90; negro slaves, £405; debts on bond due to her, £755. Total, £1600. The witnesses in support of her case before the Commissioners in London were Capt. Alexander Campbell, of the South Carolina Rangers, and Lieut. James Smyth, previously mentioned.

Samuel McKenna, at the advanced age of eighty, emigrated from Scotland to New Jersey in 1774 or 1775, apparently with his only child, Barbara,¹⁷ the wife of William Blane or Blain, also a Scotsman, who bought a property at Woodbridge in that State.

These three Scotch loyalists came over to England at the conclusion of hostilities; William Blain, however, died on 23rd June, 1784, and his wife died a year later, at Haverfordwest in South Wales.

The aged Samuel McKenna, unlike some of his loyalist fellow-countrymen who returned to Scotland, migrated to Haverfordwest, where he lived on his small pension, and where he appears to have died in 1787. Lord Milford testified in person before the Commissioners in London as to his indigent circumstances, a testimony which was confirmed by a certificate of William Thomas, surgeon, of Haverfordwest.

A fourth refugee at Haverfordwest, where he was living in March, 1784, was John Hallser Pickering, of Philadelphia. From his memorial the following narrative is compiled. He was captured on the 20th May, 1776, at Kinderhook, in New York province, while trading on his own sloop between Albany, New York, the City of New York, and Philadelphia, and was immediately taken to Albany gaol, where he was confined until 12th August following, when he escaped by means not disclosed in his memorial. During his imprisonment a mob broke into and destroyed the house of his uncle, Arthur Thomas,¹⁸ at Philadelphia, where his wife dwelt and carried on her business. The personal feuds between the loyalists and rev-

¹⁶*Ibid*: A.O. 13/133.

¹⁷*Ibid*: A.O. 13/93.

¹⁸Public Record Office, London: A.O. 12/101, fo. 351. A.O. 12/109, fo. 204; A.O. 13/110.

¹⁹The Welsh surname, Thomas, suggests that John Hallser Pickering may have joined his family connections in South Wales.

olutionists were of such unexampled fury, culminating in atrocities of every description, as to be almost unbelievable in our own day. Property of all kinds was destroyed without compunction, and the raid on a large timber yard, the joint property of this loyalist's wife and her cousin, John Thomas, was one of many such episodes on both sides during the war. John Hallser Pickering's own losses on that occasion were 700 Portugal pieces, a number of dollars, wearing apparel and silver plate. His losses in real property also comprised a house and storehouse in the city of New York, which had been let at £95 sterling a year before the war. The Commissioners of American Claims made no order or recommendation, unless the claimant could produce conveyances, proofs of title or proofs of the confiscation of their property. In this loyalist's case, all his papers were lost on board the ship *Rachel*, which foundered at sea on the voyage from New York to England, when this exiled loyalist and his wife narrowly escaped a watery grave.

John Hallser Pickering, from his attachment to the royal cause, was imprisoned four times, twice condemned to death, but escaped "by the Providence of the Almighty," though not without receiving wounds. His military service would seem to have been confined to acting, "at the hazard of his life," as a despatch bearer from General Howe to General Burgoyne on one occasion.¹⁹ The Commissioners granted him £80 a year.

A fifth exile at Haverfordwest was James Kitchen or Kitching, the successor of Thomas Carr, or Kerr, as Collector of Customs at Sunbury, in Georgia, in 1772, his emoluments from this office being nearly £300 a year. He was one of the most conspicuous loyalists of Georgia, having been one of the seven signatories from that Province to the Loyal address to George III in June, 1779. James Kitchen, or Kitching, was appointed a major in a loyalist corps in Georgia. In 1783, when he was forty years old, he was granted an allowance of £40 per annum. Whether he went immediately to Haverfordwest in that year, cannot be determined from the documents, but he was living there on 29th September, 1788, on an increased government allowance of £90, and his letter of that date, still preserved in the Public Record Office, bears the postmark of that ancient South Wales borough, as well as his own personal seal

¹⁹Public Record Office, London: A.O. 12/103, fo. 48; A.O. 13/67; A.O. 13/93.

AMERICAN LOYALISTS IN SOUTH WALES

composed of his initials in Louis XVI. style.²⁰ James Kitchen, or Kitching, claimed £400 for loss of property and was allowed £280.²¹ He also made a claim of £300 per annum for loss of income during the war, and was allowed £200. He received an allowance of £10 per annum from 5th July, 1788, to 1799.

The fifteenth and last American loyalist who resided in South Wales was Lieut.-Col. Probert Howorth or Howarth, believed to have been a Welshman. He was appointed in 1760 commander of Fort Johnston, near Charleston, South Carolina, and after the Revolutionary War settled at Hay in Breconshire, where he died at the end of 1796 or early in 1797.²²

How far the fact that the only loyal addresses to the King from Wales, deprecating the rebellion in America, were the three from the town and county of Carmarthen and from Haverfordwest, influenced these American loyalists in selecting those places as their asylum, apart from their "cheapness," it is impossible to conjecture.²³

²⁰Public Record Office: A.O. 13/85.

²¹*Ibid* A.O. 12/99, fo. 81; A.O. 12/109, fos. 184-185; A. O. 13/83; A.O. 461/16; T. 50/7; T. 50/8.

²²For an account of Lieut-Colonel Howorth (Howarth) see "*Welshmen in the American War of Independence*," by E. Alfred Jones, in *Y CYMMRODOR*, Vol. XXVII. pp. 203-263. 1917.

²³Force's *American Archives*, Series IV, Vol. III. pp. 981, 1086, 1128.



A Sketch of Abraham Lincoln's Mother

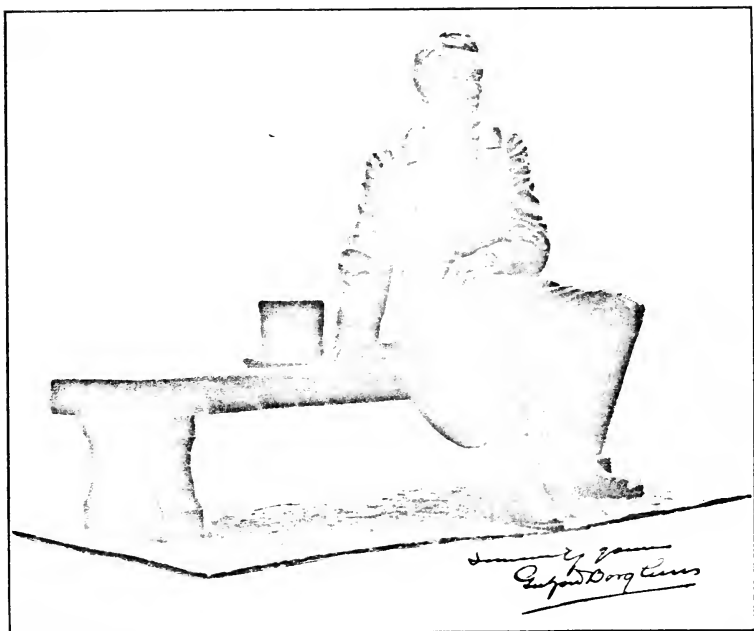
BY LUCY PORTER HIGGINS, BOSTON, MASS.

"Do Men Gather Grapes of Thorns, or Figs of Thistles?"



OF February 12, 1809, is commemorated all over the world, and Abraham Lincoln is one of few all-world names, it is just as it should be. We cannot do too much to honor that name, or to bring before the world the simple grandeur, the unassailable truth, fairness and fearlessness that it stands for; and when we say all that can be said, we have not said it all. But whenever we honor the birthday of a great man, we should not fail to remember that man's mother. In the ancient Bible days when a great man was named, the name of his mother was given. Strangely enough, it is only Lincoln himself that has rightly honored his mother, history, with a purblind political eye, having failed utterly to see in Nancy Hanks the name and fair fame of one of the loveliest characters that ever lived. Her name, which meant Soul, came down to us through more than a thousand years. A wonderfully interesting tale it is.

Researches take us back to the beautiful old town of Malmsbury, in the ancient county of Wiltshire, England, and the year 878, when Alfred the Great defeated the Danes who had overrun the whole kingdom of the West Saxons. All the men from Malmsbury, as well as others who had fought with King Alfred, were rewarded with grants of land, five hundred acres to each. Among these men were two brothers by the name of Hanks. Their descendants still hold "commoners' rights" in Malmsbury, their charters being renewed from time to time. The town is only ninety-six miles from London, near the ruins of Stonehenge, which is believed to have been built by the Egyptians ages ago. The name Hanks is derived from the Egyptian word "Ank," meaning soul, and this family is thought to have lived here for long ages. They are reputed to have been very exclusive in their habits, many never leaving their native home, considering it a disgrace even to sleep out of



REMARKABLE STATUE OF ABRAHAM LINCOLN, AT NEWARK, N. J.
The gift of Amos H. Van Horn, of that city; unveiled on Memorial Day, 1910,
former President Roosevelt making the presentation address

A SKETCH OF ABRAHAM LINCOLN'S MOTHER

town. This, be it remembered, was a thousand years ago in King Athelstane's time.

Along the old Foss road near the town, one of the four built by the Romans, and running up to London and York and so along far north into Scotland, the descendants of the Hanks family first began to travel. About 1550, Thomas Hanks, with his family, including Thomas Jr., moved to "Stowe on the Wold," and later we find Thomas 3d living there, who was a soldier under Oliver Cromwell. Benjamin, son of Thomas 3d, with his wife "Abigell," came to America, it is thought with their friends Richard and Catherine White, landing in Plymouth, October 17, 1699. Among the parish records of the Rev. Daniel Lewis of Pembroke are the names of their eleven children. Their first home was in what was called "The Major's Purchase," they owning thirty acres of the 35th lot, which was then a part of Duxbury, but was later included in the town of Pembroke. They also owned land at the Saquish, then and now a part of Plymouth. The name is variously spelled, and is an Indian word meaning or pertaining to clams, which are still abundant and most delicious in that locality.

The descendants of Benjamin and "Abigell" Hanks became known as a "remarkably inventive family" in a wide range of activities, we are told. The first bells ever made in America were cast on "Hanks' Hill," on their old New England farm. The first tower clock in this country, also a device of theirs, was placed in the old Dutch church in New York City. The bells and chimes made by this family spread all over the world on land and sea. Other members of the same family sent out libraries for sailors far and wide. Others erected the first silk mills run by water power in this country. Others made the first cannon carried by the Continental artillery. Members of this family were found in all our wars. Sunday school publications without number have been the product of other members. Graduates from this family can be traced in almost every University of America. A new mineral species found in San Bernardino county, California, was given the name of "Hanksite," after Prof. Henry G. Hanks, of California, than whom "no man has done more to give the world a correct knowledge of the minerals of the great States of our Pacific Coast."

The Columbian "Liberty Bell" in front of the Administration building at the World's Fair in Chicago in 1893, weighing 13,000



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pounds to represent the Thirteen Original States, made from relics of gold, silver, old coins and metals, sent from all parts of the world, was inscribed by the great-great-great-grandson of the first Benjamin Hanks of Plymouth county. These were the words, all scriptural quotations: "Glory to God in the highest, and on earth peace, good-will toward men. Proclaim Liberty throughout all the land and unto all the inhabitants thereof." "A new commandment give I unto you, that ye love one another." We hope it may ring again for the coming World Peace.

Abundant proof of all these statements can be found. And they all go to prove that the mother of our Abraham Lincoln belonged to a family which "has given to America some of her finest minds and heroic hearts."

The third child of Benjamin and Abigail Hanks, their son William, born February 11, 1704, migrated to Virginia and settled near the mouth of the Rappahanock river, where his five sons were born. Four of his sons, including his youngest son, Joseph, became large landowners, buying and selling land frequently. Joseph at one time sold to his oldest brother, Abraham, 284 acres on the lower side of Seller creek, in the county of Amelia. In 1754 he bought land on which he settled down, and there his five sons and three daughters were born, the youngest being his daughter Nancy, named for her mother, Nancy (Shipley) Hanks, and born February 5, 1784.

Here in Old Virginia the brothers and sisters lived and settled, and a large family of cousins enjoyed the thousand acres owned among them. When Nancy was about five years old, in 1789, they decided to move to Kentucky, sold out their Virginia holdings, and thereafter their names appear in the Kentucky records. About six or seven families were included. This journey westward occurred at the time the great migration into Kentucky was at its height, led on by Daniel Boone and his friend James Harrod. In 1784 the population of this new country was estimated at 30,000. It must have been a picturesque and romantic journey through the Virginia Valley, thence to Cumberland Gap, and thence by the Wilderness Road, so called, to the Ohio. From Cumberland Gap it was nothing but a footpath running northwest to the Ohio at Louisville, a mere bridle path through the forest and over the mountain, but a route preferred to the one by Pittsburg and the Ohio river. Five years had improved it greatly, the Virginia Legislature becoming



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interested in it because of the number of Virginians seeking a home in Kentucky. But from Cumberland Gap it was still only a foot-path over which parties traveled in single file, with their goods and children, sometimes their women on horseback, and their stock driven behind. Indians and wild beasts were still abundant, and the journey was often attended with grave peril, yet the tide of emigrants continued to increase. This perilous way seemed to have a fascination in spite of all the hardships and danger. Bears, buffalo, wolves, wild-cats and herds of deer, were often seen, we are told. Sometimes it became necessary to encamp for days to rest the weary pack-horses, and to forage for themselves. The accounts of the foot travel through these regions for twenty years read like fairy-tales.

The farm on which Joseph Hanks settled consisted of one hundred and fifty acres near Elizabethtown, in what is now Nelson county. Indians were still contesting the white man's rights, and the settlers lived in stockades for mutual protection. Logs had to be cut and prepared for the new homes, and hunting, fishing, and exploring the new country kept them all busy. The Sparrows, Berrys, and Mitchells settled a few miles away, near the present town of Springfield, in Washington county.

Joseph Hanks lived only a few years after he came to Kentucky, yet we are told at his death had a "goodly amount of stock for the times." His five sons were given each a horse in his will dated 1793. His son and namesake also received one hundred and fifty acres of land "whereon I now live;" his three daughters, Elizabeth, Polly and Nancy, one heifer each, named "Gentle," "Lady," and "Peidy," the latter to the little Nancy, who no doubt gave it its name. His wife "Nanny" was to have the whole property during life, and at her death it was to be equally divided between them all, excepting, of course, the 150 acres to his son Joseph. There were no slaves to be disposed of.

After the death of Joseph Hanks, his children married and scattered. William was the first to marry. His wife was Elizabeth Hall, the daughter of a Virginia family who moved to Kentucky before 1793. Their son, John Hanks, was an intimate friend of Abraham Lincoln in his early years. Nancy's sister Elizabeth married Levi Hall. His father was killed by Indians, and later his mother married Caleb Hanzel, Abraham Lincoln's first teacher. Joseph Hanks continued to live on the old homestead at Elizabeth-

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town, and married Polly Young, November 10, 1810. He was a carpenter and a cabinet-maker, and a man of wealth for those days. Nancy's sister Mary, or Polly as she was called, married Jesse Friend.

Soon after her father's death, Nancy's mother passed away, and the little orphan went to live with her mother's sister, Mrs. Richard Berry, at Beachland, near Springfield, where all her aunts and uncles and cousins on her mother's side, the Mitchells, Shipleys and Berrys, were living, and with her Uncle Richard Berry and his wife, Aunt Lucy, she lived until her marriage, the "constant playmate and beloved friend of her two cousins, Frank and Ned Berry."

Nancy Hanks seems to have been the centre and leader in all the merry country parties, noted for her keen wit and great loving heart. Among the many friends who visited the Berry homestead was one cousin, some six years older than Nancy, known as Thomas Lincoln. His mother, Mary Shipley, was the oldest sister of Nancy's mother. She was married in Virginia to Abraham Lincoln before the migration of the family to Kentucky. This Abraham Lincoln was a successful farmer, owning some 240 acres of land. His father, John Lincoln, had come into Virginia from Pennsylvania, probably influenced by his friend, Daniel Boone, who had moved to North Carolina with his father's family in 1748. In 1769 he explored the land westward, and in 1773 moved with his family and a few neighbors to Kentucky. In 1780 his friend Abraham followed, entered a large tract of land in Kentucky, and having sold his Virginia property, moved his family to his new possessions. Eight years later he was killed by Indians, owning at that time some twelve thousand acres.

According to the laws of Kentucky, nearly all his estate went to his oldest son, Mordecai. His youngest son, Thomas, who was only nine years old at his father's death, received nothing. He lived with various members of the family, and eventually went to Elizabethtown and learned the carpenter's trade of his cousin, Joseph Hanks. He became a fine workman, and was said to own the best set of tools in the country. He no doubt often saw his cousin Nancy, when visiting his brother Mordecai, who lived near the Berrys. He was a young man of "good habits, temperate, honest, a church goer," and his name occurs in more than one place in the Kentucky records. His brother Mordecai was at one time a member of the



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Kentucky Legislature. "One of his old friends said that he and Nancy were just steeped full of notions about the wrongs of slavery, and the rights of men as explained by Thomas Jefferson and Thomas Paine." He was famous as a story-teller, and his brother was the most famous story-teller of the country. He had a good trade, and owned a farm in Buffalo, and also land in Elizabethtown. He was called the strongest man in the country, and a terror to evil-doers generally.

The traditions of Nancy Hanks all agree in calling her a beautiful girl of fresh color, light hair, beautiful eyes, a sweet sensitive mouth, attractive and lovable, winning the love and esteem of everyone. Thomas Lincoln came often to his brother's, and no one at first seemed to guess the attraction. He was not long in learning of Nancy's skill in spinning flax, as in the contests of the spinning parties she generally bore off the palm, her spools having the longest and finest threads. Her cousin, Sarah Mitchell, who was stolen by the Indians when a child, had been restored to her friends, and was made a member of the Berry family circle. She and Nancy were like sisters. She was also a pupil of her cousin, readily learning the art of spinning from Nancy's deft fingers. Nancy's industry and cheerful disposition were like sunshine to the pioneers.

Thomas Lincoln and Nancy Hanks, thus thrown together, could hardly help falling in love, and so they became engaged. According to the custom among the pioneers at this time, a marriage bond was entered before the marriage ceremony. This bond was dated June 12, 1806, and we have the *fac simile* of this document. Two days later the marriage ceremony took place, of which certificate we have also the *fac simile*. The ceremony occurred at the home of Major Richard Berry, the officiating clergyman being the Rev. Jesse Head, a Methodist preacher of Washington county, Kentucky, and of some note, being also a judge. The official record of this marriage may be found in Springfield.

A distinguished citizen of Kentucky, Dr. Christopher Columbus Graham, who was born and lived in this State until his death, gives a very interesting account of this marriage and of the wedding feast which followed. He says: "Rev. and Judge Jesse Head was one of the most prominent men there. Next came the bridegroom's brother, Mordecai Lincoln, at that time a member of the Kentucky Legislature." Of the wedding feast he says: "They had bear meat,

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venison, wild turkey, ducks, and a sheep that the two families barbecued whole over coals of wood burned in a pit and covered with green boughs to keep the juice in." The cabin in which Thomas and Nancy were married was still standing eighteen years ago. It was in Beachland, near Springfield, and was described by one of the neighbors as "a large house for those days, when men slept with guns under their pillows. It was twice as large as the meeting house." It was in a beautiful spot, the surroundings described as among the most picturesque in Kentucky; the Beach Fork, a small river of "wonderful meanderings flows near and is lost to view in a semicircular amphitheatre of hills."

After the wedding, Thomas Lincoln and his bride went to live in Elizabethtown, and he worked at his trade, in which he was very skilled. The life of the family is described by Mrs. Hitchcock as the extremely simple life of the pioneer of those days. One large room with a loft overhead, reached by a rough staircase or ladder, and an outside shed used for a storeroom and summer kitchen, was the ordinary home. These cabins were made habitable in winter by a huge fireplace over which all the cooking was done, a crane on which to hang iron pots and teakettle, and a Dutch oven, constituting the cooking outfit. The furniture was home-made. Rough slabs into which logs had been fitted made the chairs and benches. The tables and bedsteads were also of home manufacture. The cover-lids for the bed were made by the busy housewife on the home-made loom and wheel. The heavy skins of animals furnished all other coverings, as well as rugs.

A little baby girl came to them here, the little Sarah, named by Nancy for her cousin Sarah Mitchell, her companion and friend. Nancy Hanks Lincoln is described by a Massachusetts woman of the Hobart family and related to Vice-President Hobart, as a beautiful character, and that she and her many friends "had learned to love her long before they knew that to her had been given an honored son."

In 1808 the Lincolns moved to the farm which Thomas had bought five years before. It was only fourteen miles away, near the big South fork of Nolan creek, and belonging to Buffalo. This house on Nolan creek was constantly visited by their faithful friend, Dr. Graham. He tells us "the Lincolns had a cow and a calf, milk and butter, and a good feather bed, for I have slept on it."

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The next year after they moved to the farm, on February 12, 1809, a son was born, whom they named Abraham, the name of his father's father, and common in both families, and here on Rock Spring Farm the little Abraham "grew healthy and strong amid the magnificent natural surroundings of the place." He resembled the Hanks family, we are told, and to a striking degree, being sometimes taken for one of them even after he was a man grown.

In four years they moved to Knob Creek, four miles away, with even more beautiful surroundings on the elevation known as "Muldraugh's Hill." Nancy Hanks' life here, we are told, "was probably the same combination of pioneer life and farm life, milking, churning, spinning, and caring for her children, who, she said, were the 'joy and care of her life.'" She herself was well educated, and was anxious that they should study. The home books were few,—a Bible, The "Kentucky Preceptor," a school reader, "Aesop's Fables," and perhaps a few others, a history of the United States, "Robinson Crusoe," "Pilgrim's Progress," and Warner's "Life of Washington." From these books she often read and taught them their letters. When Sarah was old enough to go to school, Abraham was sent with her. The school teachers of the time were not very satisfactory or efficient, and fulfilled their duties only temporarily. One of these, Caleb Hazel, previously mentioned, was remembered long afterwards by Lincoln, and is mentioned in his autobiography. Abraham Lincoln became an ambitious student. A former playmate of his tells us of his bringing in a bush to burn in the fireplace evenings, to have light to read by, explaining, no doubt, the legend of his "studying by the light of a pine knot." Be that as it may, Nancy helped both her children in their studies, and was happy in their mental advancement and physical growth.

It was a hospitable home, and many an old neighbor has left reminiscences of visits there. One of them said, "the Lincolns' home at Knob Creek was a very happy one. I have lived in this part of the country all my life, and knew Nancy Hanks and Thomas Lincoln well. She was a loving and tender wife, and adored by her husband and children, as she was by all who knew her." Life went on at Knob Creek for three years. A third child was born, but he only lived for a few months. There was undoubtedly hard work and privations, but love went with them, hand in hand, and the wife and mother never complained.

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Thomas Lincoln was at this time venturing into the dangerous commerce of carrying the products of his labors to New Orleans, building a flatboat, loading it up with the produce of his farm, and other valuable materials secured by hunting, etc., then working down the Ohio into the Mississippi to New Orleans, "the great market of the west." It was a long trip, attended by many risks, but a money-making adventure if successful, besides a chance to see a little of the outside world; for which double reason many were willing to brave all the perils. Thomas Lincoln made one adventure, his last, in which a very valuable cargo and the boat were a total loss. After this heavy loss he made a trip north of the Ohio in search of new land. His brother Josiah had settled in Indiana on the Big Blue river, and he decided to sell his property in Kentucky and to move into Indiana. Years later his son tells us, "this removal was partly on account of slavery, but chiefly on account of the difficulties over land titles in Kentucky."

In 1816 "the family prepared to leave Kentucky. Their household furniture and farm tools were packed into a wagon, whatever stock they may have owned was driven behind, and the little procession started. The first part of their journey could not have been difficult, for the highway to the Ohio was excellent, but after crossing the river, they had literally to cut their way through the forest to the land Thomas Lincoln had taken up for himself and family. This land lay in what is now Spencer county, on the Little Pigeon creek, fifteen miles north of the Ohio, and a mile and a half east from Gentryville."

To Nancy Hanks this removal from Kentucky must have been full of sadness. She was leaving a wide circle of friends and relatives. She was leaving the grave of her youngest child. "One of the most pathetic incidents was the visit with her two older children to this little grave just before starting on the journey to the Indiana wilderness." To be sure, there were no longer Indians or wild beasts in the way, and there was much amusement and adventure in riding or walking, and much delight and joy to the children in the journey. But in the wilderness camp which was to be her home, her hardships began. This, a species of a log lean-to without any doors or windows, hastily put together, must needs suffice until a log cabin could be built which, though rude, was a sufficient shelter. We are told they soon found new friends and neighbors; joined the

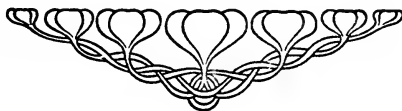
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Baptist church, and became interested in whatever interested the neighborhood. Several of Nancy's friends and relatives moved to Indiana the next year, and the new home became more interesting and habitable. Long afterward, people still told of the "impression of gentleness and brightness she left like a ray of sunshine everywhere she went." Her last recorded words were "cheer up." Rev. Allen Brooner tells of the occasion. His mother was very ill, and Mrs. Lincoln went to visit her. The old lady was very despondent and said, "Mrs. Lincoln, I am going to die, you will never see me again while living." "You must not say that," said Mrs. Lincoln; "why, you will live longer than I, so cheer up." It was but a few days later, we are told, "on the 5th day of the glorious October of 1818, that this prophecy came true, and the body of Nancy Hanks was laid to rest under the golden autumn leaves in a lonely yet enchanted spot on the top of the hill near Lincoln Station, Indiana," and where it may be was laid a few days later, her daughter, who had married Aaron Grigsby, and died before Thomas Lincoln moved away from Indiana. There where Nancy and her boy had often sat together and watched the gorgeous colors of the sunset far over the hills, is now a simple white headstone which reads: "Nancy Hanks Lincoln, mother of President Lincoln. Died Oct. 5, A. D. 1818. Aged 35 years. Erected by a friend of her Martyred Son." To this quiet spot not even a wagon road leads. It is well—for Nancy Hanks had finished her work, and kept the faith.

The first letter that Abraham Lincoln ever wrote with that hand which was afterwards to electrify the nation, was about his mother—that mother whom he had loved so dearly and had so early lost. This letter was written by Abraham Lincoln when he was but ten years old, several months after his mother's death. It was to Parson David Elkins, whom he asked to "come and preach a memorial service to my Mother." And so on a Sunday morning two hundred people assembled about the Lincoln home, and from there proceeded to the tree beneath which her body was laid to rest. There the touching service was read by Rev. David Elkins, who had ridden a hundred miles on horseback through the wilderness to preach the funeral sermon for Nancy Hanks, of whom Abraham Lincoln said in after years: "All that I am or ever hope to be I owe to my Sainted Mother." Blessings on her memory.

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It is most fitting at this time to recall attention to this fascinating and wonderful story of one who in the quiet walks of life was early left an orphan, yet, because of her own sweet loveliness of character, never lacked for friends; surrounded from birth by nature's wonderful scenery of forest and stream, in three different States, without thought of loneliness, sweetened and brightened the lives of those around her, and left a son who so nobly testified to her worth, and, when her brief life faded out like a flower, cherished her memory as his choicest possession, himself becoming a man of wonderful power and deeds, whose name can never perish from the earth.



Illinois in History



THE Centennial of Illinois, which appeared in the October (1918) number of this Magazine, has attracted special attention, as shown by numerous historical narratives relating to that State, which have been sent to the editor. It is to be regretted that for obvious reasons most of these must be disregarded, at least for the time being. In two instances, they are immediately available.

"Pioneer Letters of Gershom Flagg," by Solon J. Buck, a pamphlet reprinted from the Transactions of the Illinois State Historical Society, affords a vivid picture of conditions in what is now the heart of the country—Ohio, Indiana, and Illinois, for conditions in all these States were much alike,—at the time when the latter State came into the Union, in 1818.

Gershom Flagg had for his first American forbear Thomas Flegg, who came from England and settled in Watertown, Mass., in 1637. Two of the Flagg family (as the name now appears) served in the Revolutionary War. One of these was Ebenezer, who was father of Gershom Flagg, the writer of "Pioneer Letters." The last named was born in Orwell, Vermont, in 1792; he became a competent surveyor, served in the War of 1812, and participated in the battle of Plattsburgh. In 1816 he set out for "The Far West," seized with what was then termed "the Ohio fever." What follows is all too briefly drawn from his letters. He arrived in Springfield, Ohio, Nov. 12, 1816, after forty-six days travel from Richmond, Vermont. After remaining about a year, he went to St. Louis, and in September, 1818, he writes from Edwardsville, Illinois, near which place he established his home, and is to this day the home of some of his descendants. Here was born and lived his son, Willard C. Flagg, who became a renowned specialist in horticulture, took a prominent part in the establishment of what is now the University of Illinois, was a leader in the "Farmers' (or Grangers') Movement" in the seventies; he was a man of unusual breadth of mind, and with voice and pen wielded a

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wide and useful influence.¹ He had a worthy successor in a son, Norman C. Flagg, who has always lived on the homestead farm, and has served in the State Legislature. These two, father and son, were well known to the writer of this review.

Space here can only be given to briefest quotations from the "Letters," showing conditions as they were that year that Illinois became a State:

Edwardsville, Ills., Sept. 12, 1818.—The Territory of Illinois (it did not become a State until December) contains nearly all that part of the United States Territory east of the Mississippi and N. W. of the Ohio & Wabash Rivers. It is not exceeded by richness of soil by any in the United States. . . . It produces Corn & Wheat better than any other Country I have seen. . . . Cotton is raised sufficient for domestic use a very small piece of ground produces enough for a family. Grapes & of several kinds and several kinds of Wild plumbs & Cherries in profusion also Dew Berries Black berries Strawberries. The bottom Prairies are covered with Weeds of different kinds and grass about 8 feet high. The high Prairies are also thickly covered with grass but finer & not so tall. The prairies are continually covered (in the summer season) with wild flowers of all colors which gives them a very handsome appearance. These high Prairies are smoother than any intervale & not a stone,

¹Willard Cutting Flagg was the only son of Gershom and Jane (Paddock) Flagg. He was born September 16, 1829, prepared for college in St. Louis, and graduated from Yale in 1854. Returning to Illinois, he took charge of his father's farm in Madison county and made a specialty of horticulture. He was secretary of the State Horticultural Association from 1861 to 1869, and was afterwards its president. He played a prominent part in the establishment of the Illinois Industrial University, now the University of Illinois, and was on its board of trustees from the start until his death in 1878. In politics, Flagg was a Republican, and in 1861 President Lincoln appointed him collector of internal revenue for the twelfth district of Illinois, a position which he held until 1869. He was also enrolling officer for Madison county during the war, by appointment of Governor Yates, and was State Senator from 1869 to 1873. During the decade of the seventies he was one of the leaders of the "Farmers' Movement" or "Granger Movement" as it was called, and was president of the State Farmers' Association. The objects of this movement were the organization of farmers for their mutual advantage, and the regulation of railroads by the State. Flagg made speeches and wrote articles on the railroad question which attracted attention in the East as well as in Illinois. The movement led to the formation of an "Independent Reform" party in 1874 and Flagg, who was always a hard-money man, strove, but without success, to keep this organization from adopting the Greenback planks.

In addition to his political and agricultural activities, Flagg was deeply interested in western history and gathered together a considerable library on the subject, together with a large number of manuscripts and newspaper clippings relating to the history of Illinois and of Madison county. To him is due the credit for the collection and preservation of these letters written by his father. These books and manuscripts are now in possession of his son, Hon. Norman C. Flagg. Willard C. Flagg was married February 13, 1856, to Sarah Smith, of St. Louis. He died in the prime of life, March 30, 1878, and his widow survived him until February 16, 1905. Their three children living are, Mrs. Isabel Hatch, of Springfield, Illinois; Mrs. Mary W. Gillham, of Wanda, Madison county, Illinois; and Norman Gershom Flagg, of Moro, Madison county, Illinois.

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log, or anything but grass & weeds to be seen for miles excep[t] where they border the timber there is generally a thicket of plumb bushes, hazel grape vines, &c &c. The Roots of the grass are very tough it generally requires 3 yoke of Oxen or six horses to plough up the prairies & the plough must be kept at a keen edge by filing often, the steel not being hardened, but this is all that is to be done excep[t] fencing to raise a crop. After one year the ground is mellow and requires but a light team to plough it.

We have a great plenty of Deer, Turkeys, Wolves, Opossums, Prairie hens, Eagles, Turkey Buzzards, Swans, Geese, ducks, Brant, sand hill Cranes, Parokites & with many other small Animals & birds. Gray squirrels are as thick here as I have ever seen stripeid [sic] ones in Vermont. There is more honey here in this Territory I suppose than in any other place in the world, I have heard the Hunters say that they have found 8 or 10 swarms in a day on the St. Gama & Illinois Rivers where there are no settlements (Truly this must be the Land of Milk & honey.) The Climate is not so hot as might be expected there is almost a continual breeze blowing from the large prairies like the breezes on large Lakes & ponds. The country is so open that it is considerable cold in Winter the ground freezes very hard There being generally but little snow. The past summer has been very hot more than common I am told. The thermometer on the hottest day stood at 98°. I learn from the News Papers that the Weather has been very hot in different parts of the United States.

The Stock of this Country consists principally of horses horned Cattle & hogs. Sheep will do very well here if they can be kept from the Wolves but this cannot well be done in the newsettled parts the wolves are so very numerous Hogs will live & get fat in the Woods and Prairies. I have seen some as fat upon Hickorynuts, Acorns, Pecons & Walnuts, as ever I did those that were fat[t]ed upon Corn. All that prevents this country being as full of Wild hogs as of Deer is the Wolves which kill the pigs when the sows are not shut up til the pigs are a few weeks old. There are places in this Territory where Cattle & horses will live all winter & be in good order without feeding, that is upon the Rivers. Most of the people cut no hay for their Cattle & horses but this is a foolish way of theirs they either have to feed out their Corn or their Cattle get very poor. Cattle & horses do very well in this Country they get very fat by the middle of June. They do not gain much after this being so harassed by swarms of flies which prevent their feeding any in the heat of the day. They are so bad upon horses that it is almost impossible to travel from the 15 June til the 1st Sept unles a horse is covered with blankets. Where ever a fly lights upon a horse a drop of blood starts. I have seen white horses red with blood that these

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flies had drawn out of him. As the Country becomes settled these flies disappear.

* * * * *

It appears from the returns to the secretary that there is in this Territory upwards of 40,000 Inhabitants. The Convention which met the first mondy [*sic*] in August have formed a Constitution but it is not yet published as soon as it is I will send you a Copy.²

I Entered 420 Acres of Land near this place and about 25 miles from St. Louis and 10 or 12 from the Conjunction of the Mississippi and Missouri Rivers and 18 or 20 from the Mouth of Illinois nearly in Lat. 38° 30' North. I now own only 160 acres haveing sold the remainder for \$285. dollars being double what I gave for it.³ The quarter Section which I now own is on the trail which leads from Edwardsville to fort Clark which is at the south end of Illinois Lake a dilation of the Illinois River 210 miles from its mouth following its meanderings. This fort was built in the time of the Late War. This with the forts at Chicago and fox River which empties into green bay, Macinau, Prairie des Chien, and fort Edwards on the Mississippi below the mouth of Rock River serve to regulate the Indian trade and protect the Frontiers from the savages. The United States have also garisons upon Red River, Arkansaw, and Missouri Rivers.

The people of This Territory are from all parts of the United States & do the least work I believe of any people in the world. Their principal business is hunting deer, horses hogs and Cattle and raising Corn. They have no pasture but turn every thing out to run at large and when they want to use a horse or oxen they will have to travel half a dozen miles to find them through grass and weeds higher than a man can reach when on horse back and the grass and vines are so rough that nothing but their Leather hunting shirts and trowsers will stand any Chance at all.

²By act of January 7, 1818, the legislature of Illinois Territory provided for a census to be taken between April 1, and June 1, 1818. Three days later another act was passed providing for a supplementary census in each county of all persons who should move into the county between June 1, and December 1. The enabling act, passed by Congress April 18, 1818, conditioned the admission of the proposed state upon this enumeration showing a population of at least forty thousand, and the marshals are said to have resorted to various devices for swelling their rolls. The returns were finally made to foot up to forty thousand but it is probable that the actual population at the time did not exceed thirty-five thousand. Some questions were raised in Congress as to the accuracy of the returns but the state was admitted and two years later the federal census showed it to have a population of 55,162. *Laws of Illinois Territory*, 6th session (Reprint), 42-45; Moses. *Illinois*, 282; William H. Brown, *Early History of Illinois* (*Fergus Historical Series*, No. 14), p. 86.

³The southeast quarter of section 3, township 5, range 8, being on Liberty Prairie in the township of Fort Russell and about six miles north of Edwardsville. The farm is now owned and occupied by Hon. Norman G. Flagg, grandson of the writer of these letters. The neighborhood was known as Paddocks' Settlement (John M. Peck, *Gazetteer of Illinois*, 2d ed., p. 265) and there was once a post-office there by the name of Paddocks' Grove. The post-office now is at the village of Moro, about four miles west.

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These kind of People as soon as the settlements become thick Clear out and go further into the new Country. The method of Raising Corn here is to plough the ground once then furrow it both ways and plant the Corn 4 feet each way and plough between it 3 or 4 times in the Summer but never hoe it at all. Wheat is generally sowed among the Corn and ploughed in sometime in August or first sept. There are no barns in this Country people stack all their Wheat and thresh it out with horses on the ground. We have not many good mills in this Country.

The price of Corn last harvest was 33 1-3 cents in the spring 50 cents in the summer 75 cents Potatoes are from 50 to 100 cents a bushel oats 50 cents Wheat one dollar Beef from 3½ to 5 dollars per hundred Pork from 4 to 7 dollars a hundred. Dry goods are geting very Cheap the country is full of them we have more merchants than any thing else. Boots and Shoes sell the highest here of any place I was ever in Iron is 75 dollars a hundred salt 3 dollars a bushel Butter from 12½ to 50 cents a pound Cheese generally brings 25 cents and very little to be had at that price, for there is none made except by Eastern people. The price of improved farms here is from 5 to 12 dollars an acre.

* * * * *

Edwardsville, Ills., Feb. 6, 1819.— . . . The principal objection I have to this Country is its unhealthiness the months of Aug. and Sept. are generally very sickly. I was taken sick with the fever & ague the 15 Sept. which lasted me nearly two months. I shall try it one season more and if I do not have my health better than I have the season past I shall sell my property and leave the Country. The summer past has been very hot and dry in the month of August the Thermometr stood at 98°. We have had but very little Rain or snow the past fall. We have not seen a single flake of snow since the 5th of January nor but very little ice. For three weeks past there has scarcely been a frost and the Bees (which are very plenty) have been daily at work. [Wild?] *Geese* have been flying to the north for ten days in la[rge number]s. Grass has grown 3 or 4 inches, the Birds are singing and in [truth?] *every thing looks like spring season*. John Messenger lives in St. Clair County near Belleville* in this state 15 miles east of St. Louis. He

*St. Clair was the first county laid off in the Illinois country after the Northwest Territory was established. When erected by Governor St. Clair in 1790, it embraced all the western part of Illinois, the eastern part being in Knox county with its seat at Vincennes. In 1795 the territory south of a line a little below the settlement of New Design was laid off as Randolph county but no further counties were established until 1812. *Bluebook, Illinois*, 1905, pp. 386-397.) The old French village of Cahokia, a few miles below St. Louis, was the county seat until 1814 when a commission appointed by the legislature selected a site about fifteen miles southeast of Cahokia. The place chosen was on the farm of George Blair, who immediately laid out the town of Belleville. The town grew slowly and was incorporated in 1819. *History of St. Clair County* (Philadelphia, Brink, 1881), pp. 183-185.

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was a member of the convention which formed the Constitution of this State. He is very much esteemed by the people. I understand he is now surveying 20 or 30 miles north of this, I have not seen him but soon shall.

* * * * *

Edwardsville, Ills., June 9, 1822.—My health is very good which is the most that I have to communicate at present but as you will expect something more I will write a few lines respecting things which have come within my observation. We have had a very rainy spring which has caused the streames to overflow their banks and in some instances Bridges have been carried away. The weather for a week past has been very hot yesterday the Thermometer rose to 98°. The wet and heat has caused the grass to grow very fast and in great abundance. Our natural pastures are now covered as it were with droves of Cattle and horses which have already fattened on the spontaneous productions of the earth. I have seen Corn in silk this day but not our common sort the seed was brot from the Mandan Nation of Indians who reside 12 hundred miles up the Missouri.

We have our share of hard times here and have worse times coming. I say worse because our Legislature have introduced a sort of paper currency which, tho' it may yield a temporary relief will, eventually, prove a great disadvantage to this State that is in my humble opinion and als[o] in the opinion of many others. Brother I am full in the belief that we are carelessly suffering our government to waste the public Monies in giving high salaries, creating new offices for the sake of providing for their friends, &c. The people of the United States ought not to sleep while their Representatives are voting to themselves 8. dollars pr. day and giving such salaries to their officers as cause hundreds of applicants for one office. As times grow hard and money scarce and our revenue is declining why should not our representatives in congress reduce their pay to 6 dollars pr day Reduce the salaries of the different officers of Government and make such other retrenchments as will cause our revenue to equal the expenses of Government. Most surely we ought not to run into debt in times of peace for if we do what shall we do in case of war. I am afraid our Governmental officers are growing corrupt and we the *sovereign People* ought to look to it or we shall go down the broad road where all other Nations have gone who possessed a happy government like ours.

Some other little skirmishes have taken place in consequence of the extraordinary and unparaleled proceedings of our Legislature of which no doubt you have heard before now. A great party (but not a majority I think) are making use of every means to introduce

slavery into this State.⁵ I have not time or paper to write more enough has been written to convince you that we are a great and magnanimous people.

Another Illinois item reaching our desk is a speech printed in the Government Printing Office—that delivered in the Senate Chamber on July 18, 1866, by Hon. Richard Yates, United States Senator from Illinois, in support of the bill to revive the grade of full General of the Army, and to which Lieutenant-General Ulysses S. Grant was to be nominated. The Senator's masterly resume of the military services of the Great Commander cannot be afforded space here, but certain portions may not be omitted—the story of how that illustrious career began, and of his unique personality. Senator Yates said:

Mr. President: The war through which the country has just passed, developed many great military men whose names are associated with this or that particular campaign, or this or that particular field of battle. But viewing the war from its commencement to its close, what man is there whose name, like that of Grant, is connected with almost every really effective military movement which marked its progress? What a record is his! How marvelous are the ways of Providence in the affairs of nations and of individuals. What changes, surpassing the enchantments of romance, may be seen in four short years. Is it not a matter of profound wonder that a man of such stoic simplicity of character and of such surpassing modesty; that the plain, unassuming, quiet citizen of Illinois, who five years ago sought the humblest service in the armies of the Union, should prove to be the only man whose rare genius and

⁵When the constitution of 1818 was framed, there was a considerable party in favor of making Illinois a Slave State, but it was evident that any attempt in that direction would be likely to interfere with the speedy admission of the State into the Union, and so the constitution contained a clause prohibiting the future introduction of slaves. It was not long, however, before a movement was on foot to change the constitution so as to admit slaves and this was the principal issue in the State election of 1822. Edward Coles, the Free State candidate, was elected by a small plurality, but the party in favor of the change secured a majority of both houses of the general assembly. The only way to bring about the desired change was by calling a convention to revise the constitution, and in order to do that it was necessary for a resolution to be adopted by two-thirds of each house for submitting the question to the people. The slavery party was able to muster exactly enough votes in the Senate, but the two-thirds was secured in the House only by reopening a contested election case, unseating the man who had previously been declared elected, and seating his opponent. The resolution was thus carried in February, 1823, and then the question of a convention was before the people. It was understood that the real issue was as to whether Illinois should or should not become a Slave-State, and after an exciting campaign, which lasted a year and a half, the people decided against a convention by vote of 6,640 to 4,972.—N. Dwight Harris, *Negro Servitude in Illinois*; William H. Brown, *Early Movement in Illinois for the Legalization of Slavery* (Fergus Historical Series, No. 4).

energy rose in proportion to the colossal demands of the war; who should rise from the humblest clerkship and step by step ascend every grade of promotion, to the exalted rank of Lieutenant-General? Is it not strange that such should be the man who has conducted the most gigantic of all wars to a successful conclusion, and whose name, glory-crowned with shining victories, shall fill thousands of history's brightest pages and live in freedom's anthems to the end of time?

It would be affectation in me not to acknowledge a personal as well as State pride in aiding the bill before the Senate with my voice and my vote. As a Senator from the State where General Grant resides, which claims not only an interest in common with other States, but also a special and particular interest in the fame of her illustrious son, I feel it my duty to advocate this measure. Some remarks from me also may not be inappropriate on account of certain personal and official relations in which I stood to him at the commencement of the war.

In April, 1861, I first saw General Grant. I knew nothing of him. I did not then know that he had seen service in Mexico; that he had fought at Palo Alto, Resaca de la Palma, and at Monterey under General Taylor; or that he had served under General Scott in his memorable campaign from Vera Cruz to the City of Mexico; or that he had been made first lieutenant on the field for gallantry at Molino del Rey, and brevetted a captain for the gallant and skillful manner in which he had served a mountain howitzer upon the heights of Chapultepec, under the observation of his regimental, brigade, and division commanders, as appears from the official reports of the battle by General Worth and other officers.

In presenting himself to me, he made no reference to any merits, but simply said he had been the recipient of a military education at West Point, and now that the country was assailed he thought it his duty to offer his services, and that he would esteem it a privilege to be assigned to any position where he could be useful. I cannot now claim to myself the credit of having discerned in him the promise of great achievements, or the qualities "which minister to the making of great names," more than in many others who proposed to enter the military service. His appearance at first sight was not striking. He had no grand airs, no imposing appearance, and I confess it could not be said he was a form

"Where every god did seem to set his seal
To give the world assurance of a man."

He was plain, very plain: but still, sir, something, perhaps his plain, straightforward modesty and earnestness, induced me to assign him a desk in the executive office. In a short time I found him to be an invaluable assistant in my office, and in that of the

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adjutant-general. He was soon after assigned to the command of the six camps of organization and instruction which I had established in the State.

Early in June, 1861, I telegraphed him at Covington, Kentucky, (where he had gone on a brief visit to his father), tendering him the colonelcy of the Twenty-first Regiment of Illinois Infantry, which he promptly accepted, and on the 15th of June he assumed the command. The regiment had become much demoralized from lack of discipline, and contention in regard to promotions. On this account, Colonel Grant, being under marching orders, declined railroad transportation, and, for the sake of discipline, marched his men on foot toward the scene of operations in Missouri, and in a short time he had his regiment under perfect control.*

* * * * *

Who among the long roll of honored names has achieved a grander success or given to his people a nobler boon than Grant? Black visaged war desolated the land; horrible dread froze up the fountains of hope; from every house went up to heaven wails for the loved and lost, louder than Israel for the loss of her first born; and from foreign despotisms came the shouts of exultation over the fading fortunes of our great experiment for universal liberty. And when there was no eye to pity or arm to save, suddenly a light gleamed athwart the sky, hope banished sickly fear, order was where confusion reigned, and victory snatched our chastened nation from the jaws of ruin and clothed her anew with the garlands of immortal youth; and the people saw high above the common plane their two deliverers, Lincoln and Grant.

* * * * *

Grant welcomed the end of conquest as a national blessing. His name will go shining down the ages, lustrous with the halo of great achievements and of great beneficence, without strain of selfishness; and will be enshrined in the hearts of the coming millions as the man to whom we are most indebted for the success of our arms, the triumph of truth and liberty, and the preservation of our National Union.

Governor Yates not only afforded the first stepping stone to General Grant, but he was throughout the War for the Union one of the chiefest of the War Governors upon whom President Lincoln leaned in the darkest of the nation's hours. His heroic mold is par-

*With his regiment, Col. Grant was attached to a brigade commanded by Brig. Gen. John M. Palmer. Palmer organized the 14th Illinois Regiment, became its colonel; was promoted to brigadier- and major-general; was Governor of Illinois, U. S. Senator; and "Gold Democrat" candidate for President in the Bryan campaign for 16 to 1 silver money.—EDITOR.



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ticularly discerned in 1863, when a "Copperhead" Legislature refused him means for recruiting and equipping troops, and adopted treasonable resolutions. He at once prorogued the Legislature, an act which the "Copperheads" bitterly condemned. But he had secured the absence of the Unionist members, leaving the Legislature without a quorum, and in the following year's revulsion, that body was again in loyal control. Pending this, staunch patriots gathered about him and contributed the means necessary to enable the Great War Governor to comply with every call made upon the State by the National Administration.

It is pleasing to note that Governor Yates' mantle descended worthily upon a namesake son, who in 1910 became Governor, having been nominated by the Republicans on the fortieth anniversary of his father's nomination for the same office. In 1918 Governor Yates (2nd) was elected Congressman-at-large from the Prairie State.





Leach and Allied Families



ANTIQUARIANS trace the origin of the Leach family of to-day in England and America to John LeLeche, surgeon to King Edward III. of England, a figure of prominence in court circles in the reign of that monarch. An interesting tradition attaches to the history of the early progenitor and to the origin of the arms of the family. It is said that when the Kings of France and Scotland were prisoners of Edward, the three were dined together at the home of John LeLeche. On leaving King Edward presented to his host three crowns, and later, when as a further mark of the royal esteem a large estate was granted LeLeche, these emblems (three crowns) were embodied in his arms. Extended mention of John LeLeche is made in the "Memorials of London," by Riley.

The term leech, as an old English synonym for physician, is derived from a Teutonic root meaning "to heal." When the adoption of surnames spread throughout England, Leech and Leach sprang into common use, so large was the class which followed the calling from which the name was taken. The name appears in the Hundred Rolls with frequency under the form LeLeche. At a later date the French particle "Le" was dropped and the name assumed the form in use to-day in England and America. The Leach coat-of-arms is as follows:

Arms—Ermine on a chief indented gules three ducal coronets or.

Crest—Out of a ducal coronet or, a dexter forearm grasping a serpent, all proper.

The family in America dates from the first decade of New England Colonial history, from the year 1629, when Lawrence Leach, founder of the family, settled in Salem, in the Massachusetts Bay Colony. He was an Englishman of parts, from every evidence a man of family and standing in his English home, well fitted to assume the position of prominence in the early settlement of Bridgewater, which he later held. Well authenticated tradition states that he was a descendant from John LeLeche, head of the English house. Lawrence Leach became the founder in New England of a family which since the middle of the seventeenth century has been prominent in American life and affairs.

I. Lawrence Leach, immigrant ancestor and founder, was born in England, in the year 1589. He came from England as one of the "planters" with the Rev. Francis Higginson, in 1629, and settled in

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Salem, Massachusetts. In 1630 he was proposed as freeman, and from that time until his death figured prominently in official life in the town. In 1636 he was a member of the first church of Salem, and in the same year received a grant of a hundred acres from the town. This plantation he developed to capacity, later establishing in connection with it mills which drew patronage from all the adjacent towns. These mills were located in what is now the town of Beverly, and were of such importance in the early life of the colony that surrounding settlements caused public roads to be opened to them. Lawrence Leach was active in public affairs, and held several important offices in Salem. In 1630 he was one of the twelve jurymen who at Boston served on the trial of the first capital offence case that was heard in Massachusetts. For many years he represented Salem in the Massachusetts General Court. It is said that more than ten thousand of his descendants are now living in America, although no definite genealogical effort has been made to trace them. When he came to New England he was accompanied by his wife Elizabeth and their sons, John, Richard, and Robert, Clement remaining in England. Their son Giles was born in Salem. Robert Leach became one of the founders of Manchester, Massachusetts, and one of its largest landed proprietors.

II. Giles Leach, son of Lawrence and Elizabeth Leach, was born in Salem, Massachusetts. He became one of the founders of the town of Bridgewater, Massachusetts, and was one of the fifty-six proprietors of the town. He settled at Weymouth in 1656, but before 1665 was in Bridgewater, where he became a leader in public affairs, and the owner of a considerable landed property. From Giles Leach descended one of the foremost of Bridgewater's distinguished sons, the late Rev. Daniel Leach, D. D., who was graduated from Brown University in 1830, later preparing for the divine ministry at Andover, and also under Bishop Griswold; he later became prominently identified with educational affairs both in Massachusetts and Rhode Island, and for nearly a quarter of a century was superintendent of the public schools of Providence, Rhode Island.

From Lawrence Leach, the founder, descended the journalist, Hon. De Witt Clinton Leach, who in 1850 was a member of the Constitutional Convention of Michigan, and appeared before it urging the granting of the right of suffrage to the colored race. Other notable descendants of the progenitor were the late Rev. Joseph S. Leach, of New Jersey, clergyman and editor, and his sons, Hon. Josiah G. Leach and Frank W. Leach, Esqs., who also attained prominence. Descending from Lawrence Leach through a distinguished line of forbears who had figured largely in the history of Bridgewater and Southeastern Massachusetts was the late Hon.



Phebe Conant Leach

From the collection of the



James Leach

LEACH AND ALLIED FAMILIES

James Cushing Leach, business leader, financier, and public man of note, whose death occurred in Bridgewater, October 3, 1895.

III. John Leach, son of Giles and Ann (Nokes) Leach, was born probably in Bridgewater or Weymouth, Massachusetts. He married Alice ———, and they were the parents of several children among whom was Nehemiah, mentioned below. John Leach died in 1744.

IV. Nehemiah Leach, son of John and Alice Leach, was born in 1709. He married (first) Mercy Staples; (second) ——— Bryant, of Plympton, Massachusetts, who died in 1775. He died in 1769.

V. James Leach, son of Nehemiah and ——— (Bryant) Leach, was born in Bridgewater, Massachusetts, 1737, and was a lifelong resident and prominent citizen of the town. He married, in 1765, Hazadiah Keith, daughter of Robert Keith.

VI. Alpheus Leach, son of James and Hazadiah (Keith) Leach, was born August 2, 1765, in Bridgewater, and was a prosperous farmer and landowner there throughout his life. He married, in 1787, Cassandra Keith, who was born January 21, 1767, daughter of William Keith. Among their children was Alpheus, mentioned below.

VII. Alpheus (2) Leach, son of Alpheus (1) and Cassandra (Keith) Leach, was born in Bridgewater, Massachusetts, April 3, 1796. He married Elizabeth Cushing Mitchell, daughter of Bradford and Meriba (Keen) Mitchell. Their children were: 1. Lucretia Mitchell, who became the wife of Miller S. Oldham, of Pembroke, Massachusetts. 2. James Cushing, mentioned below. 3. Alice, who married Linus Snow. 4. Warren S., who resided in Raynham, Massachusetts.

VIII. James Cushing Leach, son of Alpheus (2) and Elizabeth Cushing (Mitchell) Leach, was born in Bridgewater, Massachusetts, July 11, 1831. He spent his early youth and manhood on his father's farm, following the custom of the youth of New England of that period, attending the local schools during the winter months and helping with the work of the farm during the summer. A lover of nature always, he developed in early life a passionate regard for rural scenes and traditions which he carried through his life, and which kept him in Bridgewater, although he was well fitted to have gained notable success in larger centres. At the age of seventeen years he apprenticed himself to Ambrose Keith, a prominent builder of Bridgewater, under whom he worked as a journeyman for several



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years. He subsequently entered the employ of Joseph E. Carver, a cotton-gin manufacturer of Bridgewater, with whom he remained until he had amassed sufficient capital to establish himself independently in business. In 1870 began business as a manufacturer of oil-proof paper for use in shoes and boots, and in addition dealt in various kinds of shoe findings. The venture proved highly successful from the very outset, and in the course of his lifetime Mr. Leach developed it from an enterprise of comparative unimportance to one of the largest of its kind in Massachusetts.

Mr. Leach rose gradually into a place of prominence in the business and financial world of Southwestern Massachusetts. Widely recognized through the success of the enterprises with which he was connected, as a business genius, and above all a Christian gentleman of unimpeachable integrity, he was sought for responsible executive posts. For many years he was trustee and member of the investment committee of the Bridgewater Savings Bank. He was also a director of the Brockton National Bank, and member of the Plymouth County Agricultural Society for a long period. The welfare and advancement of Bridgewater, the home of his ancestors for seven generations, was always at his heart, and he was the earnest advocate of every movement instituted to advance this end. He was a generous patron of educational institutions, and for many years was a trustee of the Bridgewater Academy.

Mr. Leach was a Republican in political affiliation, and in 1892 was elected to represent Bridgewater in the General Assembly of Massachusetts. He was re-elected in the following year. In 1894, so ably had he served, he was nominated for the office of State Senator, served one year and was renominated, but died before the election. Political intrigue was foreign to his nature, and public office not in accord with his inclination, yet he served ably and well through three terms of the Legislature. He was a member of several important legislative committees, among them that on banking. In 1877 he was commissioned justice of the peace by Governor Rice and continued to hold the office until his death. Mr. Leach was also a well-known figure in social and fraternal circles in Bridgewater. He was a member of Fellowship Lodge, Ancient Free and Accepted Masons; of Harmony Chapter, Royal Arch Masons, of Bridgewater; of Bay State Commandery, Knights Templar, of Brockton. He was a liberal donor to charitable and philanthropic causes, and was deeply interested in religious societies and church organizations. He was a member of the Central Square Congregational Church of Bridgewater, and gave freely to its support. Mr. Leach was a well known and eminently respected figure in practically every department of the life of Bridgewater, one of its first citizens, honored and loved by the entire community. He was not only the successful business man, but the kind and

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thoughtful friend, the generous benefactor. He occupied a place in the hearts and minds of all Bridgewater which his death, on October 3, 1895, left sadly vacant.

On April 29, 1860, Mr. Leach married Phebe Conant, daughter of Marcus and Hannah (Leach) Conant, of Bridgewater, descendant of several of the foremost families of Massachusetts and New Hampshire. Mrs. Leach was born in Bridgewater, where she was educated and grew to young womanhood. She was graduated from the Bridgewater Normal School, and on completing her studies taught in the schools of Bridgewater, Taunton and Raynham, Massachusetts, until her marriage. She presided at the handsome Leach residence on Pleasant street in Bridgewater as hostess at the leading social functions of the town, and was an active figure in social life until the death of her husband, since which time she has retired largely to private life. Mrs. Leach still makes her home at the Leach residence, which was built by Mr. Leach in 1869. Mr. and Mrs. Leach were the parents of three children, all of whom died in infancy: Harriet Allen, Jason, Albert Marcus.

(The Conant Line.)

The surname Conant was primarily of Celtic origin, taking its rise from the name Conan or Conon, which is found at a very early period among the various races of Celtic origin, including the Britons, Welsh, Irish, Gaels and Bretons. The name in very nearly its present form has existed in England for more than six hundred years, and no less than thirty-two forms of spelling it have been found in ancient and modern records. It is derived from the Celtic Conan, meaning chief or leader; this later became a personal name and as such lingered until near the close of the fifteenth century. The surname, which took its form from the baptismal name, came into use shortly after the custom of using surnames was introduced into England. The Conant coat-of-arms is as follows:

Arms—Gules, ten billets or; four, three, two and one.

Crest—On a mount vert a stag proper sustaining with his dexter foot an escutcheon of the arms.

Motto—*Conanti dabitur.*

The Conant family in America dates from the early years of the Colonial period, and in Massachusetts, Connecticut and Rhode Island, the family has attained a high degree of prominence and distinction.

I. John Conant, with whom the authentic genealogy of the family begins, lived in the parish of East Budleigh, Devonshire, England, but was probably born about 1520 at Gittisham, the adjoining town.



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He was a taxpayer at East Budleigh in 1571. In 1577 he was warden of the church there. On March 30, 1596, he was buried in East Budleigh. John Conant is thought to have been a son of John Conant, who died at Gittisham, in September, 1559.

II. Richard Conant, son of John Conant, was born in the parish of East Budleigh, about 1548. In 1588 he was assessed for lands there and he was church warden in 1606-16. He married, February 4, 1578, Agnes Clarke, daughter of John Clarke, Sr., of Collyton. Richard and Agnes his wife were buried on the same day, September 22, 1630. Both are spoken of in the "Life of John Conant," as "persons of exemplary piety." His will was proved at Exeter, October 13, 1631. Of their eight children, two came to America, namely: 1. Roger, mentioned below. 2. Christopher, who was baptized June 13, 1588; he was a grocer in London, where he married, September 14, 1619, Anne Wilton; he came to Plymouth, New England, in 1623, in the ship "Anne," but no records of him exist after the date 1630.

III. Roger Conant, son of Richard and Agnes (Clarke) Conant, was baptized April 9, 1592, at All Saints Church in the parish of East Budleigh, Devonshire, England. He was the immigrant ancestor of the family in America. One of his brothers was educated at Oxford University, and he too received an excellent education. On January 20, 1619-20, Christopher Conant, grocer, and Roger Conant, salter, both of the parish of St. Lawrence, Jewry, London, signed the composition bond of their brother, John, for the "first fruits" of the rectory of Lymington. He married, November, 1618, and had probably been seven years an apprentice salter in London, living there until he came to America in 1623. He was first at Plymouth, but, owing to differences in religious belief, he followed Rev. John Lyford and others to Nantasket (Hull). It was probably while at Nantasket that he made use of Governors Island, which for some time was called Conant's Island. In 1632 it was granted to Governor John Winthrop, however. In 1624-25 Conant was chosen by the Dorchester Company to govern their colony at Cape Ann, and Lyford was chosen minister at the same time. After a year at the Cape, he removed with those colonists who did not return to England, and settled in Naumkeag, later called Salem. Conant's house was the first built in Salem. It was removed from Cape Ann and became the parsonage, then an inn, and the frame, which is said to have been brought from England originally, is still in use, forming a part of the stable on the north side of the church near Washington street, Salem. The exact location of Roger Conant's house, which was the first built in Salem, cannot be ascertained. After the patent for the territory had been received John Endicott, one of the

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patentees, was sent over with fifty colonists and superseded Conant as governor, after he had held that office for three years. Although he is not universally recognized as the first governor of Massachusetts, Roger Conant is fairly entitled to that honor, for the colony of which he was head was the first permanent settlement in the Massachusetts Bay Territory. After some friction, Conant and the old settlers made their peace with Endicott and the newcomers. Roger Conant became a freeman, May 18, 1631, having previously supported the Established Church under Lyford. He was frequently called to places of honor and trust. He was justice of the quarterly court at Salem for three years, was selectman, 1637-41, and 1651-54 inclusive, also 1657-58. In 1667 he was one of the original members of the Beverly church. He had large grants of land and bought and sold extensively in Salem, Beverly and the vicinity. He died November 10, 1679. His will is dated March 1, 1677, and proved November 25, 1679. He married, November 11, 1618, in the parish of Blackfriars, London, Sarah Horton.

IV. Lot Conant, son of Roger and Sarah (Horton) Conant, was born about 1624, in Nantasket, or at Cape Ann, Massachusetts, and settled as early as 1657, at Marblehead, Massachusetts. He was a selectman in 1662, and a householder in 1674. His father gave him a farm and homestead at Beverly, November 20, 1666, and about this time he moved there and built a house near the dwelling of his father. He was one of those dismissed from the church at Salem to form the Beverly church, July 4, 1667. Many of his deeds are on record. He died September 29, 1674, and his will is dated September 24 of that year. He married Elizabeth Walton, daughter of Rev. William Walton, who took degrees at Emanuel College, Cambridge, and was settled over the parish of Seton, Devonshire, England, where his daughter was baptized, October 27, 1629. He was pastor of the church at Marblehead until his death in 1668. Elizabeth, widow of Lot Conant, married (second) on January 10, 1681-82, Andrew Mansfield, of Lynn, son of Robert and Elizabeth Mansfield.

V. William Conant, son of Lot and Elizabeth (Walton) Conant, was born in Beverly, Massachusetts, February 19, 1666-67, and baptized July 30, of that year. He married Mary Woodbury, daughter of John Woodbury, of Beverly, and both were admitted to the church there, September 5, 1703. They were dismissed to the church at Bridgewater, January 12, 1706-07. In 1706 William Conant purchased land of Nathaniel Allen on the north bank of the Sa-tucket river, in East Bridgewater. On this he built a house the same year, which he occupied until his death, and which stood until 1811, when it was taken down. His will was proved in 1754.

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VI. David Conant, son of William and Mary (Woodbury) Conant, was born in Beverly, December 11, 1698, and removed to Bridgewater with his parents while yet a child. He occupied the house built by his father until 1780, when it passed into the Whitman family, and he removed to Lyme, New Hampshire, where he died April 3, 1789. David Conant married Sarah Hayward, who was born in 1705, daughter of Benjamin and Sarah (Aldrich) Hayward, and great-granddaughter of Thomas Hayward, who came from England and settled at Duxbury, later becoming one of the original settlers and proprietors of Bridgewater.

VII. David (2) Conant, son of David (1) and Sarah (Hayward) Conant, was born April 6, 1726, in Bridgewater, Massachusetts. He was a lifelong resident of the town, living in a house which he built near his father's in South Bridgewater. He died in 1760. David (2) Conant married, in 1748, Rhoda Latham, daughter of Thomas and Deborah (Harden) Latham.

VIII. Elias Conant, son of David (2) and Rhoda (Latham) Conant, was born in Bridgewater, Massachusetts, in 1749, and was a resident of the town throughout his life, a prosperous farmer and well-known citizen. He served for a short period during the American Revolution, as a member of Captain Allen's company, Colonel Cary's regiment. Elias Conant married, in 1774, Joanna, who was born in 1755, daughter of Phineas Conant.

IX. Martin Conant, son of Elias and Joanna (Conant) Conant, was born in Bridgewater, Massachusetts, August 26, 1787. He married, in 1805, in Bridgewater, Lucy Mehurin, who was born there July 9, 1785. Mr. Conant removed to Lyme, New Hampshire, where he was a farmer and shoemaker, and where he died April 8, 1877. His wife died June 1, 1873, in Lyme. Among their children was Marcus, mentioned below.

X. Marcus Conant, son of Martin and Lucy (Mehurin) Conant, was born in the town of Lyme, New Hampshire, September 12, 1806. He was educated in the schools of his native town, and on completing his studies learned the trade of wheelwright. Completing his apprenticeship at the age of twenty-one years, he went to Bridgewater, the home of his ancestors for so many generations, and here he followed the carpenter's and millwright's trades. He subsequently became interested in cotton-gin manufacturing, and for a period of years was connected with the firm of Carver, Washburn & Company, and later with Bates, Hyde & Company, and Joseph Carver. He was well known and highly respected throughout the community.



Marcus Conant.



Hannah Leach Conant.

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On May 18, 1835, Mr. Conant married Hannah Leach, who was born in Bridgewater, Massachusetts, daughter of Hosea and Hannah (Keith) Leach, and a descendant of the founder, Lawrence Leach, through Giles (II), John (III), Jesse (IV), Giles (V), and Hosea (VI). They were the parents of two children: 1. Phebe, who married James Cushing Leach, of Bridgewater. (See Leach, VIII). 2. Joanna, who married Alfred Hall, deceased, of Raynham, Massachusetts, and now resides in Bridgewater; their children are: William Morton and Francis Marcus; both are well known lawyers of New York City.

Mr. Conant spent the last years of his life with his daughter, Mrs. Leach, in Bridgewater, where he died at the age of ninety-five years, and was buried in Mount Prospect Cemetery, in that town.

The following is the description of the coat-of-arms of above named Leach family:

Leach Arms—Ermine, a rose gules, on a chief indented of the last three crowns or.
Crest—On a wreath of the colors an arm erect proper, grasping a snake vert.
Motto—*Virtus est venerabilis* (Virtue is venerable).



The Dowley=Esterbrook Families



HE origin of this surname is of great interest, and knowledge of its source represents the collective result of research by many famous authorities. The source is local, and the name signifies literally "at the dowl," or "the dowler," one who lived at the dowl. The root "Dowle" is noted as follows in the "Promptorium Parvulorum," edited by Albert Way in 1865: "Dole, merke, meta, tramaricia." Way has another important note on this: "Forby gives this word as still used in Norfolk, the mark being often a low post, called a dool-post. . . . Bishop Kennet states that landmarks, or boundary stones, are in some parts of Kent called 'dowle-stones,' and explains dole, or doul, as signifying 'a bulk, or green narrow slip of ground left unplowed in arable land.' " According to the authority Bardsley, Queen Elizabeth in her "Injunctions," 1559, directs that at the customary perambulations on the Rogation Days, the admonition shall be given, "cursed be he which translateth the boundes and dolles of his neighbor." This makes clear that dowle was a form of dole, or doll, (a partition). Thomas at the dowle, or William Dowler, meant one who resided on such a strip of land, or by such a landmark. The name, of course, underwent many variations throughout the centuries, and we find to-day the forms of Dowle, Dowler, and Dowley, most commonly in use, both in England, Ireland, and in the United States.

The Dowley Arms—Gules a buck's head cabossed bendways argent attired or, between two bendlets of the last.

George Stevens Dowley—The Dowley family has been established in the State of Vermont for several generations, and the name is intimately connected with the town of Wardsboro, in that State. It was here that the late George Stevens Dowley, a leader and influential factor in the business life of Brattleboro, Vermont, was born on August 16, 1843. He was the son of Darius L. and Antis (Baldwin) Dowley. Darius L. Dowley was the owner of extensive farming lands in Wardsboro, a prosperous farmer, and highly respected and honored citizen. This property was located in the southwestern part of Wardsboro, and here young Dowley passed his early years in the healthful atmosphere of country life, and in the air which breeds self-reliance, love of independence, and unswerving integrity. He was given the advantage of an excellent education, and after attending the elementary school of Wardsboro, entered the high



—BIOGRAPHICAL SKETCH—

Wm. S. Lawley



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school. Immediately after his graduation he entered the business world, securing a position in a comparatively humble capacity in the railway office in the city of Brattleboro, where the family had removed a short time previous. He rapidly proved his ability, however, and was advanced to the position of assistant bookkeeper. In this position he made the collections for the railroad; these were made monthly, and often amounted to a sum varying between four and six thousand dollars. So complete was the trust placed in Mr. Dowley's integrity that during the entire period in which he served in this post it was not even considered necessary that he have a guard. He was one of the most valued employees in the railroad office, and from the first a man whose ability might be relied upon in any contingency and whose honesty and ambition for the best interests of his employers was beyond doubt.

He attracted the attention of business men in the city, among them Philip Wells, who was then cashier of the Bank of Brattleboro. This gentleman went one day to the freight office where Mr. Dowley was employed, and suggested to him he take a place in the bank, placing before him the advantages which such a position would offer, and the wider field for advancement which entrance into the world of finance would open up to him. Relying upon the advice of the older man, Mr. Dowley accepted the offer, and at the age of twenty years entered the Brattleboro Bank, at the time totally without experience in banking. This fact, perhaps, was one of the determining factors in his later success in the banking world, for his mind, unencumbered by unnecessary theoretical knowledge which tends toward making the mind stale, attacked and evolved new solutions for problems, some of which radically changed methods in the bank and brought him forcibly and favorable before the notice of his superior officers. He was closely watched in his progress by Captain Samuel Root, then president of the bank, and by Philip Wells, whose *protégé* he was and whose firm friend he had become. These two men brought much influence to bear on the forming of the character and opinions of Mr. Dowley, and were the largest factors in his early years in the bank. He rose with great rapidity through the minor offices of the bank, and soon became one of the most valued members of the staff. He was an unusually clear, quick thinker, given to analysis, and possessed the talent of logically determining the outcome of conditions in the banking world. He foresaw clearly the possibilities attending the issue of government war bonds, and profited largely by careful investment in them.

In recognition of his services and appreciating the value of his ability in the affairs of the bank, the officers of the Brattleboro Bank elected Mr. Dowley, at the age of twenty-four years, to the position of cashier, in July, 1868, three years after the institution's recognition under the national banking laws of 1865. Succeeding the presi-

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dency of Mr. Root, the warm friend and sponsor of Mr. Dowley, came that of Mr. William P. Cune, and it was under this administration that he held the office of cashier. In 1868, at the death of Mr. Cune, Mr. Dowley was elected to the office of president. He continued in the chief executive office until the time of his death. Of his service in this capacity and its value to the institution, a recent biography of him says:

He identified himself completely with the interests of the bank, and, indeed, his personal history became its history; his reputation, its reputation; his interests, its interests. While the bank had always been a prosperous institution, it grew to a very large extent, under the most capable management of Mr. Dowley, developing rapidly until it became one of the most important financial institutions in that part of the State. But while this growth was rapid, and Mr. Dowley's policies progressive, they were none the less solid and secure; for his business judgment was such that it seemed well nigh infallible, and the concern was never engaged in any transaction other than the most substantial.

He was a prominent figure in finance throughout the State, and was associated with numerous large enterprises. He was a director of the Vermont Valley Railroad Company and of the Vermont Live Stock Company.

Mr. Dowley figured largely in public life in Brattleboro, and held many offices of responsibility and trust. He was a member of the personal staff of Governor Levi K. Fuller, at one time treasurer of the village school district, and also county treasurer. His religious affiliation was with the Universalist church of Brattleboro, and he always maintained an active interest in its work, contributing liberally to the support of all its charitable and benevolent movements.

George Stevens Dowley married, in 1870, Ada E. Esterbrook, daughter of the late William Haile Esterbrook, of Brattleboro. Mrs. Dowley survives her husband, and resides at the handsome family residence on Main street, Brattleboro. She is active in the interests of civic welfare, and is well known in the best circles in the city. She is a member of the Society of Daughters of the American Revolution, of the Society of Colonial Dames, and of the Daughters of 1812. Mrs. Dowley is prominent in club life in the city, and is a member of the Woman's Club. She is also a member of the Universalist church of Brattleboro.

Mr. Dowley died at his home in Brattleboro, Vermont, November 24, 1896, and his death marked the passing of a figure which had been particularly notable in the financial history of Vermont. He was known throughout the State, and was regarded as an authority on banking questions in New England. He was a man of positive conviction and inflexible will; yet, despite a conservatism which characterized him, was progressive, and possessed a foresight which enabled him to employ methods in his establishment which were untried in the banking world. His interest in the city of Brattleboro was great, and he was closely identified with all movements for



RESIDENCE OF MRS. GEORGE S. DOWLEY.
BRATTLEBORO, VERMONT.

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the betterment of any and all conditions in it—his interest was unselfish, and for it he was deeply loved and honored by men in all classes of life. His interest in philanthropic undertakings was proverbial, and he was sought with assurance by all philanthropic workers, who seldom were turned away. He was universally loved and respected, and his loss was deeply mourned.

(The Esterbrook Line.)

Arms—Azure, a fesse or between three boars' heads couped at the neck argent, crined of the second.

Crest—A boar's head of the shield.

I. Thomas Esterbrook, progenitor of the American family, and its immigrant ancestor, was a native of England, where he was born about 1629. He is first of record in the New England colonies in 1669, on February 12 of which year he signed the agreement between Mr. Willett and the church at Swansea, Massachusetts. He was prominent in the affairs of early Swansea, and was a town officer. He died April 11, 1713, aged eighty-three years, and was buried in the Kickamuit Cemetery at Warren, Rhode Island. Thomas Esterbrook married Sarah, daughter of John and Sarah Woodcock.

II. Thomas (2) Esterbrook, son of Thomas (1) and Sarah (Woodcock) Esterbrook, was born in the town of Swansea, Massachusetts, October 18, 1670. He married, before 1703, Elizabeth Thurber, daughter of John Thurber, and granddaughter of John Thurber, the founder of the Thurber family in America, who came from England with his wife Priscilla, and settled at Swansea. She died September 27, 1724. Thomas (2) Esterbrook died September 27, 1727.

III. Robert Esterbrook, son of Thomas (2) and Elizabeth (Thurber) Esterbrook, was born at Swansea, Massachusetts, August 12, 1705. He married, June 15, 1727, Sarah Luther, born December 25, 1707, daughter of Elder Samuel and Sarah Luther, of Warren, Rhode Island.

Elder Samuel Luther was born October 25, 1663, and died July 23, 1714, a son of Samuel Luther, and grandson of John Luther, of Gloucester, Massachusetts, the founder of the family in America, and a prominent and well known sea captain, who was killed in Delaware Bay, in 1645, by the Indians there, while on a trading expedition, with all of his party except a boy of ten years, who is supposed to have been his son Samuel, later an elder of the Baptist church in Swansea.

IV. Warren Esterbrook, son of Robert and Sarah (Luther) Esterbrook, was born August 23, 1748. It is shown by the record of

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the War Department that "Warren Easterbrooks" served as a private in the Warren Guard, Rhode Island troops, in the Revolutionary War. The muster roll "of the Warren Guard, commanded by Sergt. Thomas Eastabrook now in service of the U. S., stationed in said Warren in the State of R. I. Engaged for one month April 26, 1778," dated at Warren, May 18, 1778, shows that this soldier entered the service April 26, year not stated. He subsequently drew a pension from the United States for his service in the Revolution. In 1779 he settled in Brattleboro, Vermont, and there established himself in the carpenter's trade, working for a time in the East Village, but afterward locating in the southwestern part of the town. Here he followed the occupation of farming, until he became totally blind. He bore this affliction with fortitude until his death, twenty years later, on June 29, 1838.

Warren Esterbrook married, January 18, 1770, Rosamond Haile, born about 1750, died April 26, 1813; daughter of William Haile and Elizabeth (Franklin) Haile. Her parents were married in 1747, and had children: Lillis, married Jeremiah Bowen, of Barrington; Barnard, married Mary Hill, and was lost at sea in 1778; Sylvester, said to have been captured by the British in the Revolution and to have died in captivity; Betsey, married John Harris; Ruth, died aged twelve years; John, married Sarah Brown; Rosamond, became the wife of Warren Esterbrook.

Barnard Haile, father of William Haile, and grandfather of Rosamond Haile, was born in 1687, and married, January 24, 1711-12, Elizabeth Slade, born December 2, 1695, daughter of William and Sarah (Holmes) Slade, and granddaughter of Edward Slade (or Slead), born in Wales, settled about 1680, in Somerset, Massachusetts, where he married Sarah Holmes. Rev. Obadiah Holmes, grandfather of Sarah (Holmes) Haile, was born at Preston, Lancashire, England, in 1607; was a grand juror at Rehoboth in 1649, and died October 15, 1682; his son, Jonathan Holmes, had a daughter Sarah Holmes, who became the wife of William Slade, mentioned above. Sarah Holmes died September 11, 1761, aged ninety-seven years. Richard Haile, father of Barnard Haile, was born about 1640; married Mary Bullock, who was born February 16, 1652, daughter of Richard and Elizabeth (Ingraham) Bullock. He died September 29, 1720; his wife died February 15, 1729-30. Richard Bullock, father of Mrs. Haile, was a resident of Rehoboth in 1643; was appointed collector of excise of Rehoboth in 1643; and was town clerk from 1659 to 1668; his wife died January 7, 1660.

V. Major James Esterbrook, son of Warren and Rosamond (Haile) Esterbrook, was born in the town of Warren, Rhode Island, in 1775, and accompanied his parents to Brattleboro, Vermont, in 1779. For many years he followed the occupation of farming there,



Eng. by E. S. Williams & Bro NY

W. H. Esterbrook



Adeline S. (Thayer) Esterbrook

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but subsequently became active in the State militia, and rose to the rank of major in his regiment.

He married, April 17, 1799, Polly Stewart, daughter of Colonel Daniel Stewart, and a descendant of Alexander Stewart, the first of the family of whom we have definite information. Their children were: 1. Maria, born September 7, 1800; married, July 31, 1822, Rufus Pratt, of Brattleboro; she died October 19, 1857. 2. Charlotte E., born June 13, 1802; married, April 10, 1825, William Bullock. 3. Daniel S., born April 17, 1804; married, May 6, 1832, Betsey Gladden; he died September 19, 1869; lived at Brattleboro. 4. Dorothy M., born January 27, 1806; married, October 5, 1828, Solomon Fessenden; she died May 27, 1878; he was an innholder, born July 23, 1804; died December, 1891; resided at Halifax, Vermont; at Salem, New York; Hinsdale, Warwick, Keene, New Hampshire, and West Brattleboro, Vermont. 5. Nancy, born October 8, 1808; died April 28, 1849; married Wesley Jacobs. 6. Mary Ann, born November 6, 1810, died March 18, 1861; married, July 4, 1838, Harvey Houghton. 7. James H., born August 10, 1812; married Nancy S. French; he died April 9, 1862. 8. William H., mentioned below. 9. Emily S., born September 16, 1816; died in 1892; married, September 20, 1836, Henry A. Gane. 10. Cyrrinthia J., born April 25, 1819; died January 10, 1849; married, January 5, 1843, Benjamin F. Tilden, of Keene, New Hampshire. 11. George W., born December 2, 1821; married, October 14, 1845, Nancy A. Goddard. 12. Harriet E., born August 16, 1824; died November 5, 1875; married Albert A. Cortis.

Major James Esterbrook died March 5, 1856.

VI. William H. Esterbrook, son of Major James and Polly (Stewart) Esterbrook, was born in Brattleboro, Vermont, July 31, 1814. He received his education in the public schools of West Brattleboro, but at an early age entered the shop of Asa Dickinson, where he learned the trade of tinsmith. He later became a partner in the firm of J. H. and W. H. Esterbrook, organized in 1837. The firm began business as dealers in stoves and hardware and as tinsmiths in the Vinton building at the corner of Canal and South Main streets, and the partners continued in business for twenty-seven years. The senior partner died April 9, 1862, and William H. Esterbrook continued the business alone for three years, at the end of which time he disposed of his interests to Wood & Kathan and retired from active business life.

He was prominent in the business and financial interests of the city, and was a director of the Vermont National Bank. He was a zealous and faithful member of the Universalist church, of which his brother and two others, Arnold Hines and Alfred Simonds, were the founders. He joined the church September 17, 1843, and was

THE DOWLEY-ESTERBROOK FAMILIES

elected a deacon in 1861; he was always a generous contributor to its endeavors, and subscribed \$1,000 to the building fund, and bequeathed \$2,000 to the church in his will. His political affiliation was with the Republican party.

William Haile Esterbrook married, October 28, 1845, Adeline S. Thayer, who was born in Dummerston, Vermont, January 12, 1824, and died at Brattleboro, October 5, 1889. She was very active in church and benevolent work. Mrs. Esterbrook was a daughter of Louis and Lucine (Miller) Thayer. The children of Mr. and Mrs. Esterbrook were: 1. Ada E., born October 5, 1846; married, May 17, 1870, George S. Dowley (see Dowley). 2. Mary A., born July 15, 1848; married, March 16, 1868, Lucius H. Richardson, of Brattleboro, member of the firm of W. F. Richardson & Company; they are the parents of one son, Charles, employed in the Vermont National Bank, who married Vinnie Elmer. 3. Cynthia J., born 1852, died in 1853. 4. Charles W., born in 1854; died in 1863.

William H. Esterbrook died at his home in Brattleboro, Vermont, on December 11, 1895.



The Stratton=Ensign Family

The Stratton Arms—Argent four bars embattled counter embattled sable, an escutcheon gules in center.

Crest—An eagle or, wings inverted, standing on a man's hand in armor couped at the wrist argent.

Motto—*Surgere tento* (I attempt to rise).



MONG the most ancient and distinguished families of New England, where it has made its home from the earliest colonial period, is that of Stratton, which can indeed claim a great and honorable antiquity in the mother country before its enterprising sons came to the New World and sought for themselves and their descendants the freedom and opportunities that it offered. It was founded in this country by one Samuel Stratton, a native of England, in which country he was born in 1592, and who came to the New England Colonies with his wife and family some time prior to 1647, in which year we first have record of him here. His wife, whom he had married in England, probably died shortly after their arrival in the colonies, and comparatively little is known concerning her.

I. Samuel Stratton was surveyor of town lots at Watertown, Massachusetts Bay Colony, as early as 1647, and took the oath as freeman there May 18, 1653. His home was situated in that part of Watertown which has since become Cambridge, in the neighborhood of the present Lowell Park, and adjacent to the property that afterward became the estate of James Russell Lowell. Samuel Stratton, after the death of his first wife, married, August 28, 1657, Mrs. Margaret Parker, the widow of William Parker, of Boston. By his first marriage he had two sons, and by the second the following children: Samuel, Jr.; John, who is mentioned at length below; and Richard, the progenitor of the Easthampton, Long Island, branch of the family.

II. John Stratton, son of Samuel and Margaret (Parker) Stratton, was born at Watertown, Massachusetts Bay Colony, and made that place his home throughout his life. He married Elizabeth Traine, and they were the parents of the following children: Elizabeth, born at Watertown, and died in infancy; John, born at Watertown; Elizabeth; Joseph, who is mentioned below; Samuel; Rebecca; Ebenezer, died in infancy; Ebenezer (2); Jonathan.

III. Joseph Stratton, second son of John and Elizabeth (Traine)

THE STRATTON-ENSIGN FAMILY

Stratton, was born at Watertown, and resided there all his life. He married Sarah How, and they were the parents of a large family of children, of whom one was Jonathan, who is mentioned at length below.

IV. Jonathan Stratton, son of Joseph and Sarah (How) Stratton, was born at Weston, Massachusetts, in the year 1714, and took part in the Revolution. He served as a private in the company of Colonel Lamson, and marched to Lexington, April 19, 1775, upon receiving the alarm. He married Dinah Bemis, of Waltham, November 1, 1738, and among their children was Jonathan, Jr., who is mentioned below.

V. Jonathan (2) Stratton, son of Jonathan (1) and Dinah (Bemis) Stratton, was born March 8, 1746. He served in the Revolution, as did his father, his name appearing on the muster and pay rolls of Captain Jonathan Fiske, as one of Colonel Brooks' troops which were called out March 4, 1776, for five days service, and stationed at Dorchester Heights. He also performed other military services at different times during the war. He married, September 20, 1768, Sarah Childs, and among their children was Shubael C. Stratton, who is mentioned below.

VI. Shubael C. Stratton, son of Jonathan (2) and Sarah (Childs) Stratton, was born December 6, 1769, at Weston, Massachusetts, and made his home there and at New Salem. He married Betsey Cook, and among their children was Ira Stratton, with whose career we are here especially concerned.

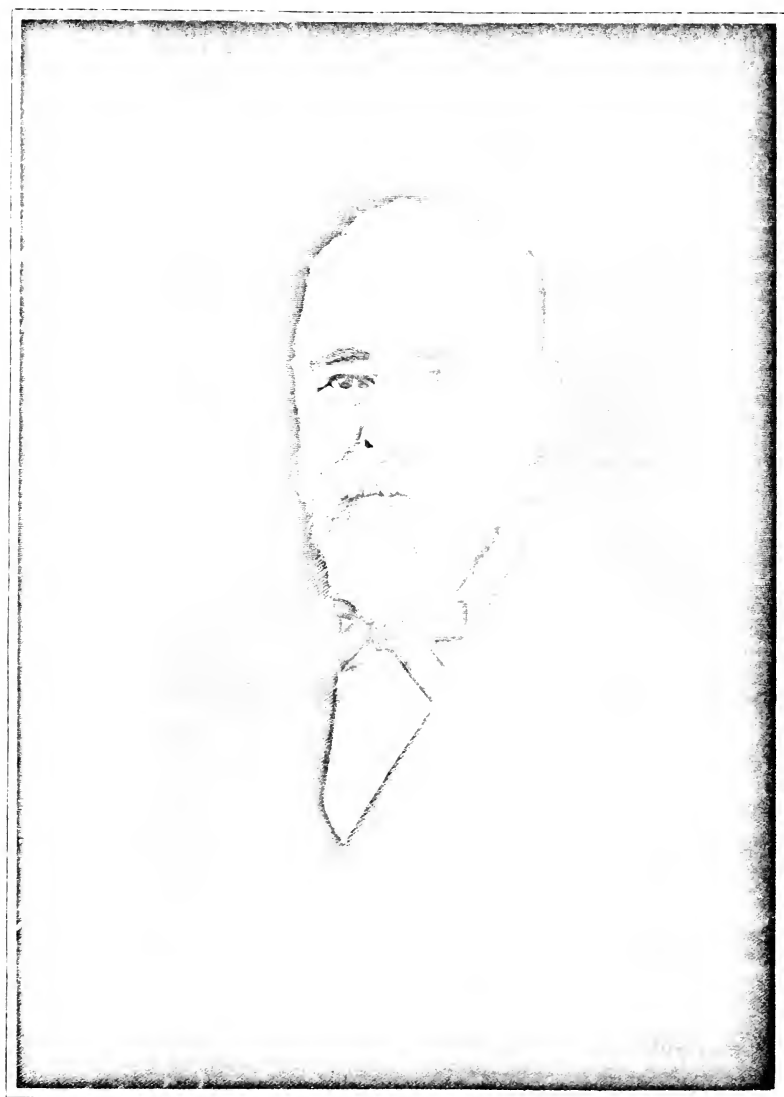
VII. Ira Stratton, son of Shubael C. and Betsey (Cook) Stratton, was born January 6, 1804, at New Salem, Massachusetts, and grew up to manhood there. Throughout life he displayed an extraordinary talent for practical affairs, and was besides justly regarded by his friends and fellow-citizens generally as always maintaining the highest standards of business ethics and good citizenship. As a child he attended the local public schools, but did not continue his studies after reaching the age of fourteen years. At that age, when most boys are still attending school and quite dependent upon their parents in all the essential matters of life, this precocious and enterprising lad left school and made his way to the West. The western part of the United States was a very different region at that time from what it is today, and entirely deserved its title of the "Wild West." Undeterred by these considerations, however, the lad embarked upon his adventure into the wilderness and penetrated into the depths of the region. There he remained for a period of two years, but at the end of that time returned to the East,



Mrs. P. H. H. H.



Martha A. Stratton



F. C. Stratton

THE STRATTON-ENSIGN FAMILY

and as a youth of sixteen secured a position as a hand in a brush factory. He remained in that employ until he had mastered the trade, and shortly afterwards was chosen foreman of a large brush factory at Cambridgeport by its owner, Mr. Flavel Coolidge, whose daughter he later married.

He continued in that position for a number of years and gained a wide and expert knowledge of the brush industry, as well as of business methods generally, and upon the death of his father-in-law became the proprietor of the factory and the large business done by the concern. This he increased very largely, and eventually opened a brush shop in partnership with the firm of Sheriff & Eastham on Exchange street, Boston. This enterprise turned out most successfully, and in time became the chief outlet into the retail market of the product of the factory. But Mr. Stratton was one of those natures that is never satisfied unless enlarging the scope of its activity, and it was not long before he was venturing into an entirely new sphere of business. He formed a partnership with Mr. Amory Houghton and established a factory at Somerville, Massachusetts, for the manufacture of glass. After a time, however, Mr. Stratton found that this business became uncongenial to him, and he sold his interest in it to his partner, and thereafter devoted his time and attention to the management of his large estate.

Ira Stratton was united in marriage, on the 6th day of November, 1835, with Martha Ann Coolidge, daughter of Flavel and Anna (Wilds) Coolidge, the former owner of the old brush factory that afterwards came into the possession of Mr. Stratton. They were the parents of the following children: Flavel Coolidge, born October 4, 1836, and died February 15, 1840; Flavel Coolidge (2d), born February 14, 1840, who is mentioned below; Anna Maria, born February 4, 1848, and died September 23, 1850; Martha Louise, born February 4, 1851, and is mentioned at length below in connection with Dwight W. Ensign, whom she afterwards married. .

VIII. Flavel Coolidge Stratton, second child of Ira and Martha Ann (Coolidge) Stratton, was born February 14, 1840, at Cambridge, Massachusetts. He studied as a lad at the New Salem Academy, where he was prepared for college, and later entered Harvard University, in 1858, and was graduated therefrom with the degree of Bachelor of Arts in 1861, in the year in which he attained his majority. He then became a student of the law, but before engaging in active practice went abroad and visited for a time in England. While in that country, Mr. Stratton engaged in the banking business with the firm of Belding Keith & Company. Upon returning to the United States he removed to Erie, Pennsylvania, and there engaged in the dry goods business. Upon his father's death in 1873, however, he retired from business and resided with his mother at Cambridge until his death, which occurred suddenly

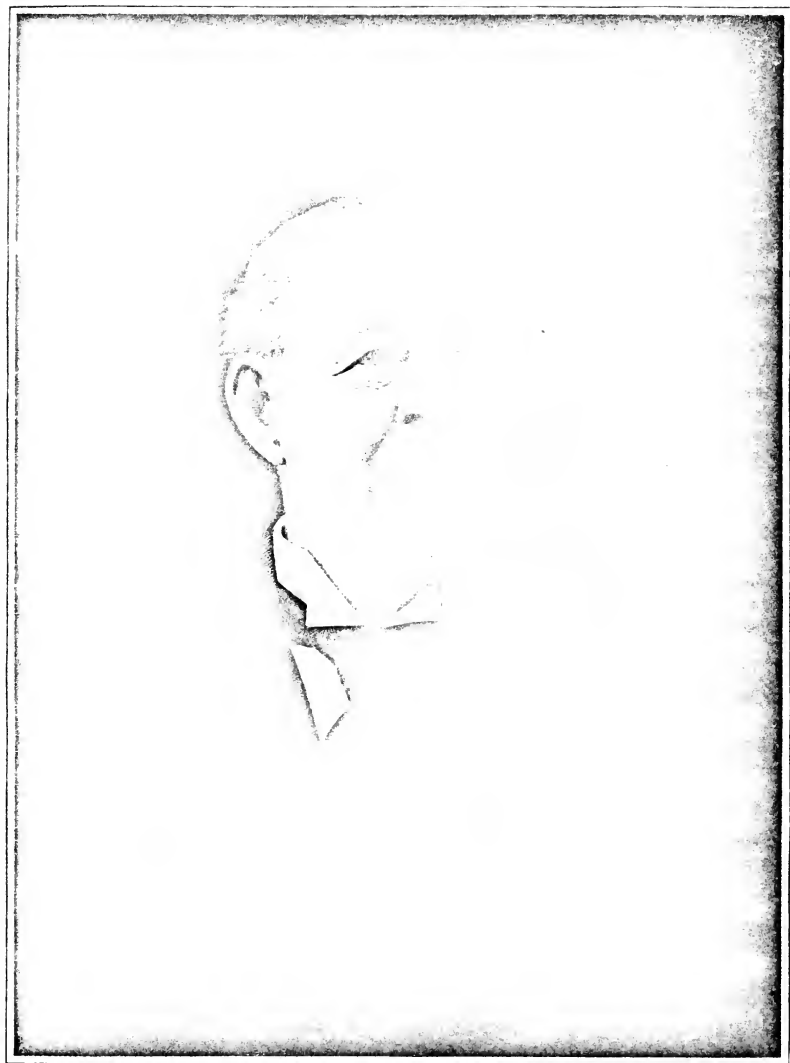
THE STRATTON-ENSIGN FAMILY

from heart disease, July 23, 1906. Flavel Coolidge Stratton was a prominent Mason and a conspicuous figure in the social life of Cambridge. A friend of his, speaking of him at the time of his death, said: "He was learned, yet unpretentious; thoughtful, yet not effusive in speech; tender as a woman in his sympathies, yet lion-hearted for the right."

Dwight Watts Ensign, who is mentioned above as having married Martha Louise Stratton, was born August 2, 1839, at Sheridan, Chautauqua county, New York, a son of Seymour P. and Diantha (Holmes) Ensign, the former engaged in business as a book-seller at Erie, Pennsylvania. Seymour P. Ensign was a son of Otis Ensign, and a grandson of Eliphalet Ensign, who was killed in the Indian massacre of Wyoming Valley, where his son, Otis Ensign, was one of the few that survived. Otis Ensign served with the Continental army in the Revolutionary War, and was one of the force under General Washington which wintered at Valley Forge, and was also present at the execution of Major André. Dwight Watts Ensign had intended to enter the West Point Military Academy, and studied with that end in view. Unfortunately, however, he fell a victim to rheumatic fever, which prevented his entrance to the Academy, and he thereupon took up the profession of civil engineering. Mr. Ensign travelled in the West in 1882, and for a time lived at Devil's Lake, in North Dakota, where he engaged in township speculation, and was elected to represent that place in the State Legislature. He served on that body in 1886 and 1887, and was a member of several important legislative committees.

Toward the end of 1887, however, he returned East and took up his abode at Cambridge, Massachusetts, as the representative of the Dakota and Eastern Mortgage and Loan Company. He became very prominent in business circles both East and West, and enjoyed in an unusual degree the respect and confidence of his associates. He was a man of unusual cultivation, and was very conspicuous in the social and intellectual life of Cambridge, and a member of several prominent clubs and fraternal organizations, including the Sons of the American Revolution and the Boston Art Club. In his religious belief, Mr. Ensign was a Unitarian, and was a member of the Second Church of that denomination at Boston, and served on the building committee of the new church. He was a man of dominant personality and strong character, and realized in every particular the highest ideals expressed in the word gentleman.

Dwight Watts Ensign was united in marriage (first) October 23, 1873, at Geneva, Illinois, with Helen J. Nelson, and they were the parents of two children: Emery Seymour, of East Orange, New Jersey, and Helen Marguerite, of Geneva, Illinois. Mr. Ensign married (second) Martha Louise Stratton, on November 20, 1889, who is mentioned above as a daughter of Ira and Martha Ann (Coolidge) Stratton.



W. H. Insign



THE STRATTON-ENSIGN FAMILY

(Coolidge Line.)

Arms—Vert, a griffin segreant or.

Crest—A demi-griffin as in arms.

Motto—*Virtute et fide.* (By bravery and faith).

Flavel Coolidge, father of Mrs. Stratton, was born in the year 1775, the youngest of eleven children born to Elisha Coolidge and his wife. In the year 1786, when he was eleven years old, his father and the entire family joined the Shaker community at the time of its establishment at Shirley, Middlesex county. The Shaker Society was originated by Ann Lee, who came from Liverpool, England, May 19th, 1774, and arrived in New York on the 6th of August following, with eight of her disciples. She rapidly built up a number of communities in various parts of the Eastern States, the first being situated at Watervliet, New York, and another shortly after appearing at Shirley. It was in the latter community that the early life of Flavel Coolidge was passed, but upon attaining his majority in 1796 he left Shirley and came to Cambridgeport, where he learned the trade of brush-making. For a time thereafter he was engaged in business as a carpenter with Josiah and Thomas Mason, and during this period built a house for himself. He became one of the founders of the First Universalist Church at Cambridge, and was a deacon thereof for many years. Eventually he founded the successful brush factory at Cambridgeport which has been mentioned before as the place where Ira Stratton learned that business and was afterwards his possession.

Flavel Coolidge was married in January, 1806, to Anna Wilds, a daughter of Elijah, Jr. and Eunice (Stafford) Wilds, and granddaughter of Elijah and Anna (Hovey) Wilds, who were all converts to the Shaker faith. To Mr. and Mrs. Coolidge the following children were born: Merrick, October 6, 1806, who married Sarah Ann Tucker, November, 1831, and died in 1850; Martha Ann, who has been mentioned above as the wife of Ira Stratton; Flavel, Jr., born August 8, 1816, and died at Cambridgeport, Massachusetts, February 28, 1891. He married (first) Betsy Perkins, and (second) Almira Peirce.



Danielson=Lockwood Families

Arms—Argent, a bend sable.



O understand the meaning to a man of the honor of his family—to know the general status in a democracy of families of old and honorable lineage, is to know and understand the meaning and brightness of the national honor. For this can never be any brighter than the honor of the family. This statement is nowhere more clearly and conclusively proved than in the Roman civilization, in which the dominant unit was the family, and in which the parent was given the power to slay any of his sons who brought disgrace to the family name. To-day the weapon which the community uses to punish the crime of staining family honor is public opinion. Public opinion, the moral law, love of country, home and God, are what have made the aristocracy of America, not an aristocracy of wealth, nor noble blood in the ordinary interpretation of the word, but an aristocracy of right and of noble deeds.

In the foremost ranks of this aristocracy in the State of Connecticut, is the Danielson family, which holds a place of honor and respect in the community eclipsed by none. The Danielson family is of Scotch origin and was established in America in the middle part of the seventeenth century. Since the time of its founding the family has been prominent and active in the service of the country, and has furnished its sons liberally in times of peace and war. Its members have from time to time been distinguished in military service, and have rendered valuable services in official life. The borough of Danielson, in the State of Connecticut, the home of several generations of Danielsons, was named in their honor, and is to-day a silent monument to them, mute evidence of the high place which they have always held in the hearts and minds of the community.

I. Sergeant James Danielson, progenitor of the family in America, was a native of Scotland, whence he emigrated to the New World, settling on Block Island, now the town of New Shoreham, Rhode Island, among the earliest residents of that place. Early land records show him to have been a man of considerable fortune. He assumed a prominent place in the town. Between the years 1688 and 1705 he purchased several large tracts of land in Block Island, and was admitted a freeman of Rhode Island at the May session of the General Assembly in 1696. In 1700, he was elected ser-

DANIELSON-LOCKWOOD FAMILIES

geant of the town of New Shoreham. In September, 1696, he agreed to raise £100 to pay for making a suitable harbor. In the same year he served as a soldier in the expedition against Quebec, under General Wolfe, and participated in the engagement on the Heights of Abraham against the French under Montcalm. In early life he served almost continuously in the wars against the Indians, and in reward for heroic services received a grant of land in Voluntown, in the eastern part of Connecticut, from the General Assembly. His purchases of land were very extensive. In 1706 he bought eight hundred acres of land on the Quinebaug river, in what is now the town of Pomfret. This included a mansion house and barn. The following year he bought a tract of two thousand acres of land lying between the Quinebaug and Assawaugua rivers. He is said to have been the first settler south of Lake Mashapaug, at the southern end of which he built a garrison house. This new settlement afterward became the present town of Killingly. James Danielson became one of the most prominent and influential citizens of the community. He presented the town with a burying ground, located between the two rivers above named, and was the first to be buried in it. He died on January 22, 1728, at the age of eighty years.

He was twice married, the maiden names of his wives being unknown. His first wife was Abigail. His second wife, Mary Rose, died February 23, 1752, in her eighty-sixth year.

II. Samuel Danielson, son of Sergeant James and Mary Rose Danielson, was born in 1701. He inherited a large part of his father's extensive property holdings, including his homestead, in what is now the town of Killingly. He succeeded to his father's place in the community, which was much like that of the English country squire. He became a leader in the industrial affairs of the town. Part of the vast Danielson holdings on the Quinebaug river became the site of a manufacturing village named Danielsonville, now known as Danielson.

Samuel Danielson married Sarah Douglas, on March 26, 1725. She was born about 1704, and died March 29, 1774, aged seventy. He died in 1780, at the age of eighty-five years.

III. Colonel William Danielson, son of Samuel and Sarah (Douglas) Danielson, was born August 11, 1729, in the town of Killingly, Connecticut, and resided there all his life, becoming very prominent in the town affairs. He was elected constable and collector of taxes in 1760. In the same year he was elected lieutenant. In 1774 he became first major of the Eleventh Militia Regiment; and in the following year took one hundred and forty-six men from Killingly to Cambridge, Massachusetts. He became colonel in 1776, and after the close of the Revolutionary War a general of militia. In

DANIELSON-LOCKWOOD FAMILIES

1788, Colonel William Danielson was a member of the State Convention called to ratify the national Constitution.

He married, October 29, 1758, Sarah Williams, born in 1737, died January 10, 1809. He died in Killingly, August 19, 1798.

IV. General James Danielson, son of Colonel William and Sarah (Williams) Danielson, was born in Killingly, Connecticut, January 18, 1761, and died there October 25, 1827. He married, on December 3, 1788, Sarah Lord, of Abington, Connecticut. She was born June 17, 1769, and died April 28, 1852.

V. Hezekiah Lord Danielson, son of General James and Sarah (Lord) Danielson, was born in Danielson, Connecticut, December 16, 1802, and resided there all his life. He was prominent in local affairs in the town, and was a deacon of the Congregational church. He died in 1881.

He married Laura Weaver, of Brooklyn, Connecticut. Their children were: 1. Charlotte Tiffany, born in 1827; married Orville M. Capron, and resides in Danielson. 2. Lucy Storrs, born in 1829; married John Hutchins, and resides in Danielson. 3. Elizabeth S., born in 1831; married Charles C. Cundall, and died in Seattle, Washington, July, 1916. 4. John Weaver, mentioned below. 5. Joseph, born in April, 1835, died in 1898. 6. Edward, born in 1837, died in 1882. 7. Daniel, born in 1842, now a resident of Danielson. 8. Henry M., born in 1845, resides in Danielson.

VI. John Weaver Danielson, son of Hezekiah Lord and Laura (Weaver) Danielson, was born in Danielson, Connecticut, March 30, 1833, and received his early education in the public schools. He later attended the Woodstock Academy, after leaving which he entered the business world as a clerk in the establishment of Edwin Ely. Shortly afterward he was given the position of clerk in the mill office in his native town, of which Amos DeForest Lockwood was agent.

In 1860 he left Connecticut, and went to Lewiston, Maine, in company with Mr. Lockwood, who was superintending the construction and equipment of the Androscoggin Mills there. Mr. Danielson remained in Maine for thirteen years. In 1873 he resigned as agent and went to Providence, Rhode Island, where in partnership with Mr. Lockwood he engaged in business. Mr. Lockwood died in 1884, and in the same year Mr. Danielson was elected treasurer of the Quinebaug Company of Danielson, and the Lockwood Company of Waterville, Maine. He rapidly became a power in the line of industry in which he was engaged, and a leader in several enterprises of considerable magnitude. He was treasurer of the Wauregan Mills at Wauregan, Connecticut; the Lewiston Bleachery and



JAMES H. SWILLING & SONS, N.Y.

J. M. Davidson

JAMES H. SWILLING & SONS, N.Y.

DANIELSON-LOCKWOOD FAMILIES

Dye Works at Lewiston, Maine, and the Ponemah Mills at Taftsville, Connecticut. In addition to his huge cotton interests in the New England States, he was also a stockholder in several cotton mills in the South. Mr. Danielson was a well-known figure in the financial world. In 1877 he became a member of the corporation of the Providence Institute for Savings and in 1884 was elected a director of the same institution. He was also a director of the Rhode Island Hospital Trust Company, and a member of its finance committee; from 1887 to 1908 he served as treasurer of the Rhode Island Hospital. He was a deacon of the Central Congregational Church at Providence. From 1886 until the time of his death, Mr. Danielson was a member of the Rhode Island Historical Society.

John Weaver Danielson married, August 24, 1858, Sarah Deming Lockwood, born May 30, 1836, at Slatersville, Rhode Island, the daughter of Amos De Forest and Sarah Fuller (Deming) Lockwood. Mrs. Danielson survives her husband and resides at No. 160 Waterman street, Providence. Their children were: 1. Edith Lockwood, married Elisha Harris Howard, of Providence; children: i. John Danielson Howard, who married Mildred Grandstaff; they have one daughter, Catherine Howard; ii. Elisha Harris Howard, Jr.; iii. Alice Lockwood Howard, married Raymond E. Ostby, of Providence. 2. Alice Weaver, the wife of Theodore P. Bogert, of Providence, Rhode Island; has adopted two children—Alice, who died at the age of one and one-half years, and Edith. 3. Amos Lockwood, married Charlotte Ives Goddard, and had one child: Henry L. Danielson, who died at the age of fourteen years. 4. John De Forest, died October 16, 1909; married Pauline Root, who now resides in Boston.

Mr. Danielson was a member of the Hope and Art Clubs of Providence, of the Arkwright Club of Boston, and of the Oquossoc Angling Association of the Rangely Lakes, Maine. He was a man of sterling worth, and greatly respected and loved in Providence. The following is an excerpt from the resolution passed by the Rhode Island Historical Society at the time of his death:

He was conspicuous for his wide activity and success in business and manufacturing interests, and his devotion to the mission of the Christian Church. He was wise in counsel, upright in life, public spirited as a citizen, and greatly honored by all who knew him.

(The Lockwood Line.)

Lockwood is an English surname of very ancient origin, and is found in the Domesday Book, which dates back a period of eight hundred years. It is a place name, and the family has several branches in England, Staffordshire, Yorkshire, County Essex, and

DANIELSON-LOCKWOOD FAMILIES

Northampton. The family is a very ancient and honorable one, and entitled to bear arms by royal patent. The coat-of-arms of the Lockwoods is derived from the Rev. Richard Lockwood, rector of Dingley, County Northampton, in the year 1530.

Arms—Argent a fesse between three martlets sable.

Crest—On the stump of an oak tree erased proper a martlet sable.

Motto—*Tutis in undis.*

I. Robert Lockwood, the immigrant ancestor of the family in America, was a native of England, and emigrated to the colonies in the year 1630. He came first to Watertown, Massachusetts, where he was admitted a freeman on March 9, 1636-37. He was the executor of the estate of one Edmund Lockwood, supposed to have been his brother. About 1646 he removed from Watertown, Massachusetts, to Fairfield, Connecticut, where he died intestate, in 1658. Robert Lockwood was admitted a freeman at Fairfield, Connecticut, May 20, 1652. He was appointed sergeant at Fairfield in May, 1657, and is said to have lived for a time in Norwalk, Connecticut. In 1660 he deeded to Rev. John Bishop the house and lot which he purchased of Elias Bayley, Rev. Mr. Denton's attorney.

He married Susannah ———, who married (second) Jeffrey Ferris, and died at Greenwich, Connecticut, December 23, 1660. Children: 1. Jonathan, born September 10, 1634. 2. Deborah, born October 12, 1636. 3. Joseph, born August 6, 1638. 4. Daniel, born March 21, 1640. 5. Ephraim, born December 1, 1641. 6. Gershom, mentioned below. 7. John. 8. Abigail, married John Harlow, of Fairfield, Connecticut. 9. Sarah. 10. Mary, married Jonathan Heusted.

The inventory of the estate of Robert Lockwood, dated September 11, 1658, amounted to £467, 63s, taken by Anthony Wilson and John Lockwood. On May 13, 1654, Susannah Lockwood, wife of Robert Lockwood, gave evidence in a witch case at a court held at New Haven, Connecticut, and stated that she was present when goodwife Knapp was hanged for a witch. (New Haven Colonial Records).

II. Lieutenant Gershom Lockwood, son of Robert and Susannah Lockwood, was born in Watertown, Massachusetts, September 6, 1643, and died in Greenwich, Fairfield county, Connecticut, March 12, 1718-19. He removed to Greenwich with his father when he was nine years of age. He became one of the twenty-seven proprietors of the town of Greenwich, and held many positions of public trust and importance in the town. By trade he was a carpenter, and was the principal builder in the town. In 1694-95 Gershom Lockwood and his son were taxed on £153 15s. He made his will November 22, 1692, and was called at that time Gershom Lockwood, Senior.

DANIELSON-LOCKWOOD FAMILIES

Lieutenant Gershom Lockwood married (first) Lady Ann Millington, a daughter of Lord Millington, of England. She came to New England in search of her lover, a British army officer. Failing to find him, she taught school, and subsequently married Gershom Lockwood, of Greenwich, Connecticut. In 1660 her parents sent her from England a large oak chest, ingeniously carved on the outside, and strongly built; tradition says that the case contained half a bushel of guineas, and many fine silk dresses. The chest has been handed down through several generations and at last accounts was in the home of Mr. Samuel Ferris, in Greenwich, Connecticut.

Lieutenant Gershom Lockwood married (second) Elizabeth, daughter of John and Elizabeth (Montgomery) Townsend, and the widow of Gideon Wright. The children of Lieutenant and Ann (Millington) Lockwood were: 1. Gershom. 2. William, died young. 3. Joseph. 4. Elizabeth, married John Bates. 5. Hannah, born in 1667; married (first) John Burwell; married (second) Thomas Hanford. 6. Sarah, received by her father's will "a certain negro girl being now in my possession." 7. Abraham, twin of Sarah, mentioned below.

III. Abraham Lockwood, son of Lieutenant Gershom and Ann (Millington) Lockwood, was born about 1669, in Greenwich, Connecticut, and died in June, 1747, at the age of seventy-seven years. He was the first of the line to remove to Rhode Island, and there established the family. He was a resident of Old Warwick, Rhode Island, and a prosperous farmer and land owner there.

He married about 1693, Sarah Westcott, born in 1673, daughter of Amos and Deborah (Stafford) Westcott. Their children were: 1. Deborah, married, November 29, 1725, Nathaniel Cole. 2. Amos, mentioned below. 3. Adam, married, December 24, 1734, Sarah Straight. 4. Sarah, married, June 6, 1728, Abel Potter. 5. Abraham, married Mary ———.

IV. Captain Amos Lockwood, son of Abraham and Sarah (Westcott) Lockwood, was born in Warwick, Rhode Island, about 1695, and died there on March 11, 1772. He was admitted a freeman of the Colony of Rhode Island, April 30, 1723. (Rhode Island Colonial Records, vol. 4, p. 327). Captain Amos Lockwood was prominent in public life in the colony, and held the office of deputy from Warwick, May 1, 1749.

He married Sarah Utter, December 23, 1725. She was the daughter of William and Anne (Stone) Utter, of Warwick, Rhode Island, and was born August 1, 1707, died January 4, 1780. Their children were: 1. Amos, Jr., born April 25, 1727; married Mary Knight. 2. Sarah, born January 26, 1728-29; married Sion Arnold. 3. Ann, born December 28, 1730; married Joseph Arnold. 4. Benoni, men-

DANIELSON-LOCKWOOD FAMILIES

tioned below. 5. Alice, born October 10, 1735; married John Healy. 6. Marcy, born November 26, 1737; married Stephen Greene. 7. Waite, born September 2, 1742; married William Greene. 8. Phebe, born June 20, 1744. 9. Barbary, born April 24, 1747. 10. Abraham, born December 26, 1748; married Patience Greene. 11. Mil-lacent, born April 25, 1750.

V. Captain Benoni Lockwood, son of Captain Amos and Sarah (Utter) Lockwood, was born November 26, 1733, in Warwick, Rhode Island. He removed from Warwick to Cranston, Rhode Island, where he became a leading citizen and active in military affairs.

He married, April 5, 1772, Phebe Waterman, born April 11, 1748, died October 19, 1808, daughter of Resolved and Sarah (Carr) Waterman. She married, after the death of Captain Lockwood, Moses Brown, who died in 1836. Captain Benoni Lockwood died in Cranston, Rhode Island, February 19, 1781, aged forty-eight years. The children of Captain Benoni and Phebe (Waterman) Lockwood were: 1. Sarah, born April 24, 1773; married Bates Harris. 2. Avis, born December 7, 1774. 3. Benoni, mentioned below. 4. Phebe, born December 9, 1778.

VI. Benoni (2) Lockwood, son of Captain Benoni (1) and Phebe (Waterman) Lockwood, was born in Cranston, Rhode Island, April 2, 1777. During the early years of his life he followed the sea, ranking as captain. He later entered the profession of civil engineering, in which he engaged for the remaining years of his life. He died in Cranston, April 26, 1852. The following mention of him is found in the "History of Warwick, R. I.," p. 311: "Dan'l Arnold left legacies to the Shawomet Baptist Church, which has brought to light the existence of a few members who claimed to be the church; their names are Benoni Lockwood, Amelia Weaver, Lucy A. Lockwood and Eliza T. Lockwood."

Captain Benoni (2) Lockwood married, April 29, 1798, Phebe Greene, daughter of Rhodes and Phebe (Vaughan) Greene. Their children were: 1. Rhodes Greene, died young. 2. Phebe Greene, married Reuben Peckham. 3. Sarah. 4. Mary. 5. Benoni, born April 26, 1805; married Amelia Cooley. 6. Avis Waterman, married Rhodes B. Chapman. 7. Amos De Forest, mentioned below. 8. Anna Tucker, born October 13, 1813, married James Dennis. 9. Moses Brown, born August 25, 1815; died May 13, 1872. 10. Dorcas Brown.

VII. Amos De Forest Lockwood, son of Captain Benoni (2) and Phebe (Greene) Lockwood, was born at Pawtuxet, Rhode Island, October 30, 1811. His education was terminated in his sixteenth year, and at that age he entered the business world in the employ



Amos Lockwood

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of the firm of Peck & Wilkinson, merchants and manufacturers, of the town of Rehoboth, ten miles from his home, and his occasional visits to his home were made on foot. For two years he served as clerk in the store, and for two years was a mill hand, acquiring a knowledge of the manufacture of cotton fabrics. Thence he became an operative in the employ of Almy, Brown & Slater, at Slatersville, Rhode Island. He found this work congenial and put all his energy into an exhaustive study of its every phase, familiarizing himself with all the details of the work, and making himself in a short time one of the firm's most valued employees. He later became superintendent of the mill before he had attained his majority, and three years later was made resident agent. After eight years of faithful service in this capacity he became one of a company formed to rent and operate the property, which was successfully carried forward for a period of ten years.

Mr. Lockwood remained a resident of Slatersville twenty-one years, and his influence upon the community was most salutary. He had early formed religious connections under the care of Rev. Thomas Vernon, at Rehoboth, and his life and conduct were calculated to inspire noble motives in others. When the lease of the Slatersville property expired, Mr. Lockwood became interested in the Quinebaug Mills of Danielson, Connecticut, and was one of the original proprietors of the Wauregan Mills in Plainfield, same State, which were begun under his supervision and managed by him several years. After residing in Danielson five years he went to Lawrence, Massachusetts, in 1855, and rearranged the Pacific Mills of that State. Three years later, in 1858, as mechanical engineer, he took charge of extensive operations for Boston capitalists at Lewiston, Maine, and in other places in that State and Northeastern Massachusetts. He still resided in Danielson until 1860. Under his supervision the Androscoggin Mills at Lewiston were built, equipped, and put in operation, and for several years he was resident agent. He resided twelve years in Lewiston, where the operations under his charge were very profitable, and he acquired a great variety of business interests. He was elected treasurer of Bowdoin College, and about the same time became a corporate member of the American Board of Commissioners for Foreign Missions, both of which positions he filled during his life.

In the spring of 1874 a corporation was formed to engage in manufacturing at Waterville, Maine, and Mr. Lockwood was chosen treasurer of the company, which took his name, and the Lockwood Mills, erected according to his plan, were operated with great success and profit. In 1873 he returned to Rhode Island, and continued thereafter to reside in Providence. At the time of his decease he was president of the Saco water power machine shop at Biddeford, Maine. The minutes of the directors relating to his death

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speak of him as one who had been associated with them from the beginning of the enterprise, and one who was interested and active in its success, and whose loss could not be measured, and "to the managers a personal loss which cannot be filled." The institutions, corporations and associations of various kinds with which he was identified numbered nearly one hundred. His memorialist says: "It seems amazing that one man has done so much and done it so well, and, yet, as one has said, 'was never in a hurry.'" Mr. Lockwood was one of the early presidents of the Congregational Club of Rhode Island, which passed appropriate resolutions following his death, of which the following is the closing paragraph:

Resolved, That in the death of Amos D. Lockwood we have suffered no common loss. He was identified with the industries of our State, with its soundest business enterprises, with its charitable institutions and with its religious life. In all these departments his influence was felt in a marked degree, and always on the side of right. By his death we have lost a leader of industry, who was an ornament to our community, a counselor whose advice was always wise, a man whose uprightness and integrity stood firm as the everlasting hills, a friend whose kindness endeared him to all who knew him, a Christian whose daily life exemplified the faith which he professed.

Mr. Lockwood lived in the times of the greatest development in the American industries, and he contributed no small share not only to the material development of the region in which he lived but also to its moral and social uplifting. He assisted in planting the cotton industry in the South, where it has grown to large volume. The directors of the Pacelet Manufacturing Company at Spartanburg, South Carolina, passed proper resolutions upon his death, which follow:

Resolved, That we have heard, with much regret, of the death of Amos D. Lockwood, for whom we have the highest respect and regard.

Resolved, That in him was found a true friend not only of our company but also of the entire South. While his death will be a great loss to the many enterprises with which he was connected, the entire manufacturing interest of the South is no less a sufferer. By his works he showed great faith in the future of this country. Full of energy and experience he commanded our respect and confidence. Frank and candid, useful in every way, full of honors, a Christian gentleman, we saw in him a man as he should be. His life was worth living.

A man of strong convictions, he was of most kindly nature, and to him the home circle was very dear. He was a child when among children; was very fond of music and gifted with a sweet voice, which retained its strength and purity to the last. He was never too busy or too weary to listen to singing or join in it. Particularly marked in his observance of the Sabbath, he could ill bear the presence in his family of any one who intruded themes of business on sacred time. He never would permit repairs on mills under his control on that day. Having been asked his opinion in regard to Sabbath work in manufacturing establishments, Mr. Lockwood closed his letter in reply

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with the following words: "My habit from the commencement of my business life has been to work only six days in a week, and to have those under me do the same; and never have I departed from this custom except when property has been in danger from fire and flood." Kind, charitable, as he was in respect to the opinions and practices of others, his convictions were an abiding law to himself. This appears, also, in his staunch adherence to the cause of temperance.

Mr. Lockwood was one of the early presidents of the Congregational Club of Rhode Island. As an expression of a sense of bereavement and an estimate of his character, at a meeting held February 11, 1884, the following resolutions, offered by Hon. Rowland Hazard, were unanimously adopted:

Whereas, It has pleased Almighty God to remove from us, by sudden death, our well-beloved friend and associate, Amos D. Lockwood, a former President of the Club, a valued member of the Congregational Church, a citizen of this Commonwealth, known and respected of all men for his sagacity, for his prudence, for his kindly courtesy, for his sterling integrity, and for his Christian character; and

Whereas, We desire to give some expression, however inadequate, to the feelings which we share in common with this whole community, it is therefore,

Resolved, That in the death of Amos D. Lockwood we have suffered no common loss. He was identified with the industries of our State, with its soundest business institutions, and with its religious life. In all these departments his influence was felt in a marked degree, and always on the side of right. By his death we have lost a leader of industry, who was an ornament to our community, a counselor whose advice was always wise, a man whose uprightness and integrity stood firm as the everlasting hills, a friend whose kindness endeared him to all who knew him, a Christian whose daily life exemplified the faith which he professed.

Resolved, That when such a man dies, it is the duty of the living to bear testimony to the worth of the dead. We perform this duty with no empty form of words. With true and earnest feeling we would say: Here was a man of whom we were justly proud; here was a life rounded and filled with duties faithfully performed; here was an example to put to shame our own shortcomings, and to lead us upward to loftier heights of Christian living.

Resolved, That we tender our heartfelt sympathies to the afflicted family of our deceased friend. Within the sacred circle of private grief we cannot intrude, but the memory of his noble life, the recollection of his kindly deeds, and the record of his Christian example form an heirloom in which we also have a part. We ask that those who were near and dear to him will permit us to lay our tribute of respect upon his tomb. Careful of his own reputation as a business man he would not speak ill of others.

He married, May 27, 1835, Sarah Fuller Deming, of Boston, born August 24, 1812, died May 23, 1889, daughter of Charles and Mehit-able (Fuller) Deming, of Needham. Children: 1. Sarah Deming, mentioned below. 2. De Forest, born 1838, died young. 3. Amelia De F., born November 29, 1840, died in 1910, unmarried. 4. Mary, born August 8, 1847, died young.

VIII. Sarah Deming Lockwood, eldest child of Amos De Forest and Sarah F. (Deming) Lockwood, was born May 30, 1836, in Slatersville, and became the wife of John W. Danielson (see Danielson VI).

Editorial

LESSONS OF THE WORLD WAR

In the last number of "Americana" was expressed the conviction that, since the close of the World War, all the nations of the earth, and none more than the United States, would have intricate problems for solution—some long in the thought of its people, some growing out of changed conditions and expansion of vision, some out of mere desire for change. These conditions are well considered in an address delivered last December, in Atlantic City, before the War Emergency and Reconstruction Conference of the Chamber of Commerce of the United States, by John D. Rockefeller, Jr., and now published in neat pamphlet form.

It is to be said at the outset, that Mr. Rockefeller, of large means and great enterprise, is neither faddist nor monopolist, but a straightforward man of affairs, and who, so far as conditions have permitted, has carried his ideas into practical effect among those with whom he has been associated either as fellow-managers or employees. His address is well worthy of the broadest circulation, and his thoughts of the closest attention. The following excerpts present its most salient features:

The war has taught many lessons; one of the most useful is the value of co-operation. The successful outcome of the conflict was largely the result of the most complete co-operation. Irrespective of race, color or creed, men worked and fought and suffered and died, side by side. The kinship of humanity has come to be understood as never before. Common danger, common toil, common suffering, have developed the spirit of brotherhood.

Today we stand at the threshold of the period of reconstruction. As we address ourselves to the grave problems which confront us, problems both national and international, we may look for success in their solution just in so far as we continue to be animated by the spirit of co-operation and brotherhood. The hope of the future lies in the perpetuation of that spirit. Only as those who sit around the peace table are imbued with it, will their efforts result in an outcome at all commensurate with the price which has been paid for peace.

Shall we cling to the conception of industry as an institution, primarily of private interest, which enables certain individuals to ac-

accumulate wealth, too often irrespective of the well-being, the health and the happiness of those engaged in its production? Or shall we adopt the modern viewpoint and regard industry as being a form of social service, quite as much as a revenue-producing process?

The soundest industrial policy is that which has constantly in mind the welfare of employes as well as the making of profits, and which, when human considerations demand it, subordinates profits to welfare. Industrial relations are essentially human relations.

In the light of the present, every thoughtful man must concede that the purpose of industry is quite as much the advancement of social well-being as the accumulation of wealth. It remains none the less true, however, that to be successful, industry must not only serve the community and the workers adequately, but must also realize a just return on capital invested.

The parties to industry are four in number: they are Capital, Management, Labor and the Community. Capital is represented by the stockholders and is usually regarded as embracing Management. Management is, however, an entirely separate and distinct party to industry—its function is essentially administrative; it comprises the executive officers, who bring to industry technical skill and managerial experience. Labor consists of the employes. Labor, like Capital, is an investor in industry, but Labor's contribution, unlike that of Capital, is not detachable from the one who makes it, since it is in the nature of physical effort and is a part of the worker's strength and life.

Here the list usually ends. The fourth party, namely, the Community, whose interest is vital, and in the last analysis controlling, is too often ignored. The Community's right to representation in the control of industry and in the shaping of industrial policies is similar to that of the other parties. Were it not for the Community's contribution, in maintaining law and order, in providing agencies of transportation and communication, in furnishing systems of money and credit and in rendering other services—all involving continuous outlays—the operation of Capital, Management and Labor would be enormously hampered, if not rendered well nigh impossible. The Community, furthermore, is the consumer of the product of industry, and the money which it pays for the product reimburses Capital for its advances and ultimately provides the wages, salaries and profits that are distributed among the other parties.

It is frequently maintained that the parties to industry must necessarily be hostile and antagonistic. I am convinced that the opposite is true; that they are not enemies but partners; and that they have a common interest. Moreover, success cannot be brought about through the assumption by any one party of a position of dominance and arbitrary control; rather it is dependent upon the co-operation of all four. Partnership, not enmity, is the watchword.

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In illustration of the possibilities of close practical co-operation, Mr. Rockefeller cites the fact that, since the United States went into the war, the representation of both Labor and Capital in common councils has been brought about, through the War Labor Board, composed equally of men from the ranks of Labor and Capital, together with representatives of the public. When differences have arisen in industries where there was no machinery to deal with such matters, the War Labor Board has stepped in and made its findings and recommendations. In this way, relatively continuous operation has been made possible and the resort to the strike and lockout has been less frequent.

Mr. Rockefeller further instances three important semi-governmental bodies in Great Britain which have in some degree or other brought about improved conditions between employers and employed; and also shows that the same principles have been in operation for varying periods of time in a number of industries in the United States, including the Standard Oil Company of New Jersey, the Colorado Fuel and Iron Company, the Consolidated Coal Company, and others, in all of which he himself is largely interested, and the prime mover in the ameliorating conditions which he recommends to the country at large. His elucidations in the pamphlet from which we quote, are well worth the earnest consideration of every association of employers and employees throughout the land.

LITERARY NOTES

As an historical background to the present-day conditions in Russia growing out of German intrigue, is "The Whirlwind," by Edna Worthley Underwood. With an ample knowledge of the Russian events of the eighteenth century so far as they have become known, of Russian literature, and a clear appreciation of the character of the Russian people and of the intriguers and diplomats who entered the court circles, the author has drawn a series of vivid pictures of every class of creature entering into the direful events of that day, all told in a story of thrilling interest. The opening scenes are of the last days of the reign of the Empress Elizabeth, introducing a question which was of moment throughout the world—would Catherine become empress, or would her husband, Feodor—

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ovitch, come to the throne?—as he did. There is a tangled web of conspiracies, culminating in the murder of the illfated monarch at the hands of Orloff, the chosen favorite of the empress. (Small, Maynard & Co., Boston; \$1.50).

To its large list of excellent county and local histories, The Lewis Historical Publishing Company adds another of peculiar interest, in "History of Lowell (Mass.) and its People," by Mr. Frederick W. Coburn. Advance sheets present features which the ordinary annalist neglects, and which, as a matter of fact, can only be handled by such an appreciative litterateur as the author of this work. The features we refer to are the very complete chapters on Art and Literature. Under the former head are well written accounts of various memorial buildings adorned with paintings and etchings by Whistler and others. The literary celebrities of Lowell make a goodly array of names, and the story of the famous "Lowell Offering," which even caught the fancy of the oftentimes over-critical if not sarcastic Charles Dickens, makes most pleasant and instructive reading—instructive, as showing how many clever writers found their first inspiration in "The Offering." We do not know of another local history adorned with such matter.

The editor of this Magazine has viewed with a great interest, but tinged with sorrow, many pages of a work now going through the press, "History of Worcester (Mass.) and Its People," (Lewis Historical Publishing Co.). This is the completion of the life work of Mr. Charles Nutt, of the city thus commemorated. He had completed the historical narrative, and a great mass of family pedigrees and genealogy, and had seen much of it in print, and passed away, in the prime of life, the result of a short illness which threatened little. Only remaining to be done by his assistant, were the foreword and a very small number of personal narratives. In his monumental history the gifted author,—skilled as antiquarian, genealogist and historian—methodized his work with wisest judgment, and prosecuted it with remarkable enthusiasm and industry, leaving behind him his final tribute to the people of the famous city in which he took a wholesome pride, and to whose traditions, history and destiny, he was intensely loyal.

For many years Mr. Nutt had practically devoted his entire time

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to the collection and classification of New England genealogy and family history, and we do not know of another in that entire region who made so great an accumulation. All this is in the hands of the Society which publishes this Magazine.

The following biographical narrative is contributed by an intimate friend of the deceased:

Charles Nutt was born in Natick, Middlesex county, Massachusetts, September 26, 1868, the son of Colonel William Nutt, who served in the Civil War.

His preparatory education was acquired in the schools of his native place, he graduating from the Natick High School in 1886, president and valedictorian of his class. He then entered Harvard University, took second-year honors in physics in 1887, and was graduated in 1890 with the degree of Bachelor of Arts, *magna cum laude*, both for general rank and for honors in physics. During his course in school and college, Mr. Nutt did newspaper work for the Natick "Bulletin," Natick "Citizen" and Boston "Evening Record," this experience laying the foundation for his after career in journalism as one of the best-known newspaper men in the State of Massachusetts. In 1890, the year of his graduation from Harvard, he accepted a position as reporter on the staff of the Worcester "Daily Spy," for many years the leading paper in that thriving city. In 1891 he founded "The Paragraph," in New Rochelle, New York, and later became the owner of newspaper and printing plants at New Rochelle and Mamaroneck, New York. On October 1, 1899, he purchased the Worcester "Daily Spy," and conducted it until June 1, 1904, a period of five years, when it passed out of his hands and was suspended. The plant had been destroyed by fire, May 21, 1902, and the loss was disastrous to the business.

With thorough training, true journalistic instinct and broad knowledge of affairs, Mr. Nutt reflected honor upon his profession, and in his conduct of the various papers with which he was identified he made them the exponent of the highest interests of the community of the State and of the Nation. In addition to his journalistic work he devoted much time to genealogical research, and from 1904 until his death was associated with the Lewis Historical Publishing Company, of New York, and at the time of his death was nearing completion of "A History of Worcester," which will be read with great interest by his many friends and acquaintances in Worcester, his adopted city. He completed a history of the First Massachusetts Heavy Artillery, which was begun by the late Hon. Alfred S. Roe; wrote a history of the Crompton & Knowles Loom Works, one of the largest enterprises in Worcester; and was the

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author of several other works which received favorable comment from the press and from the reading public.

Although so much of his time and thought were given to the duties above mentioned, Mr. Nutt was also an active participant in political affairs, in which he took a keen interest, and was chosen by his fellow-citizens to serve as delegate to various Republican conventions, including the State Convention when the late Theodore Roosevelt was nominated for Governor of New York. He was the candidate of the Republican party for the office of supervisor; during the presidential campaign of 1904 he was in charge of the Speakers' Bureau of the Massachusetts Republican State Committee, and had been chairman of the Fourth Ward Republican Committee of New Rochelle, and treasurer of the New Rochelle Republican Club. Mr. Nutt held membership in the Massachusetts Sons of the American Revolution; the New England Historic-Genealogical Society; the Worcester Society of Antiquity; Huguenot Council, Royal Arcanum, of New Rochelle; Huguenot Lodge, Free and Accepted Masons, of New Rochelle, and during his collegiate course was a member of the Pierian Sodality, in which he played the double bass, and he was also a member of various other clubs.

Mr. Nutt married (first) August 26, 1891, Ada Sophia Robinson, born March 5, 1871, at Natick, died November 17, 1909, at Worcester, daughter of Walter Billings and Ella Maria (Bullard) Robinson. He married (second) at Haverhill, New Hampshire, November 28, 1911, Lucia Jeanette Morrill, born November 28, 1885, at Benton, New Hampshire, daughter of Eben and Nancy (Holt) Morrill, of Haverhill, New Hampshire. Children by first wife: 1. Isabel Ella, born at New Rochelle, New York, June 27, 1892; married, February 15, 1919, Robert Trumen Bamford, United States Navy, of Ipswich, Massachusetts. 2. Harold, born December 3, 1893, at New Rochelle, New York; graduate of Worcester Polytechnic Institute, class of 1916. 3. Arthur, born February 6, 1895, at New Rochelle, New York; graduate of Worcester Polytechnic Institute, class of 1916; married, November 29, 1917, Anne Josephine Dewey, of Buffalo, New York, daughter of Frank Cline and Helen May (Keon) Dewey. 4. Dorothy May, born August 23, 1897, at New Rochelle, New York. 5. Charles Stanley, born at Worcester, November 10, 1899; seaman, United States Navy, on United States Steamship "Kansas." Child of Mr. Nutt by second wife, born at Worcester: Ruth Nutt, born April 7, 1913.

In the death of Mr. Nutt, which occurred September 26, 1918, at his summer home in Wareham, the city of Worcester lost a man who had made a name for himself in the city of his adoption, a man of courage and determination, of untiring energy who added to these qualities the courtesy of a gentleman. The interment was in Dell Park Cemetery, Natick, Massachusetts.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.

REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

OF AMERICANA, published Quarterly at Somerville, New Jersey, for October 1st, 1918.

City and State of New York, }
County of New York, } ss.

Before me, a Commissioner of Deeds, in and for the State and county and city aforesaid, personally appeared Marion L. Lewis, who, having been duly sworn according to law, deposes and says that he is the Vice-President and Manager of The American Historical Society (Americana), and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, The American Historical Society, Inc. Editor, Fenwick Y. Hedley, No. 267 Broadway, New York. Managing Editor, Marion L. Lewis, No. 267 Broadway, New York. Business Manager, Marion L. Lewis, No. 267 Broadway, New York.

2. That the owners are: Benjamin F. Lewis, Sr., No. 908 Central avenue, Wilmette, Ill.; Marion L. Lewis, No. 267 Broadway, N. Y.; Metcalf B. Hatch, Nutley, N. J.; Ed. Lewis, No. 2121 Foster avenue, Brooklyn, N. Y.; Florence A. Kelsey, Great Barrington, Mass.; Benjamin F. Lewis, Jr., 542 South Dearborn street, Chicago, Ill.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

M. L. LEWIS, Business Manager.

Sworn to and subscribed before me this 3rd day of October, 1918

ROBERT H. HAGEMANN, JR.,

Commissioner of Deeds of New York City.

(My commission expires Nov. 14, 1918).



